CYCLE NEWS®

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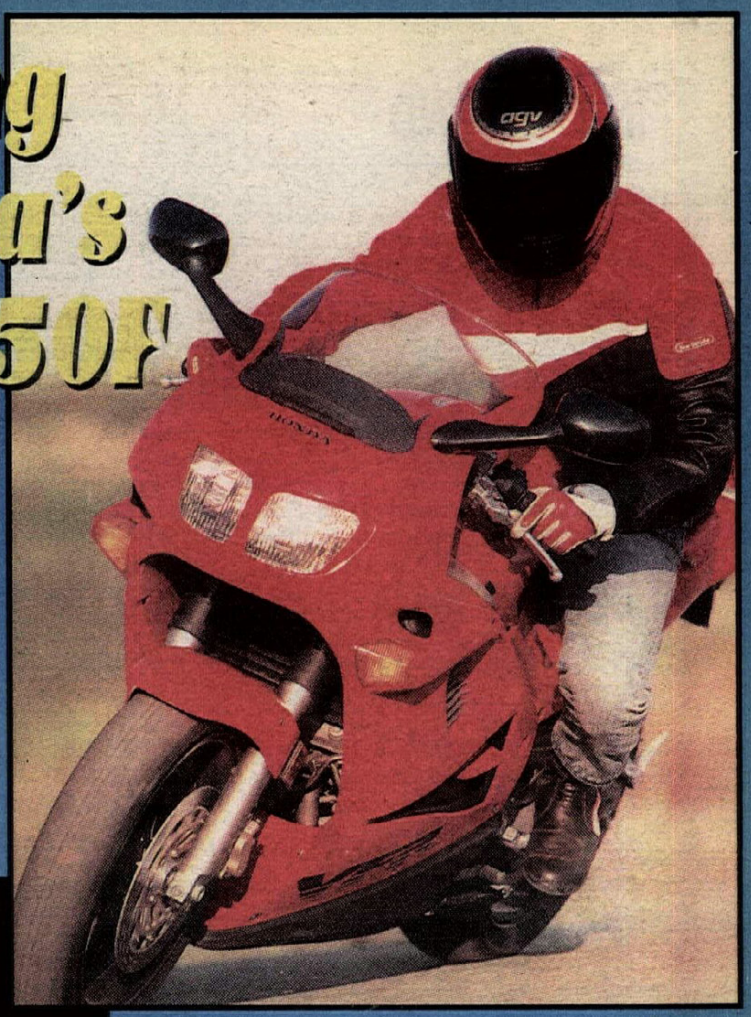
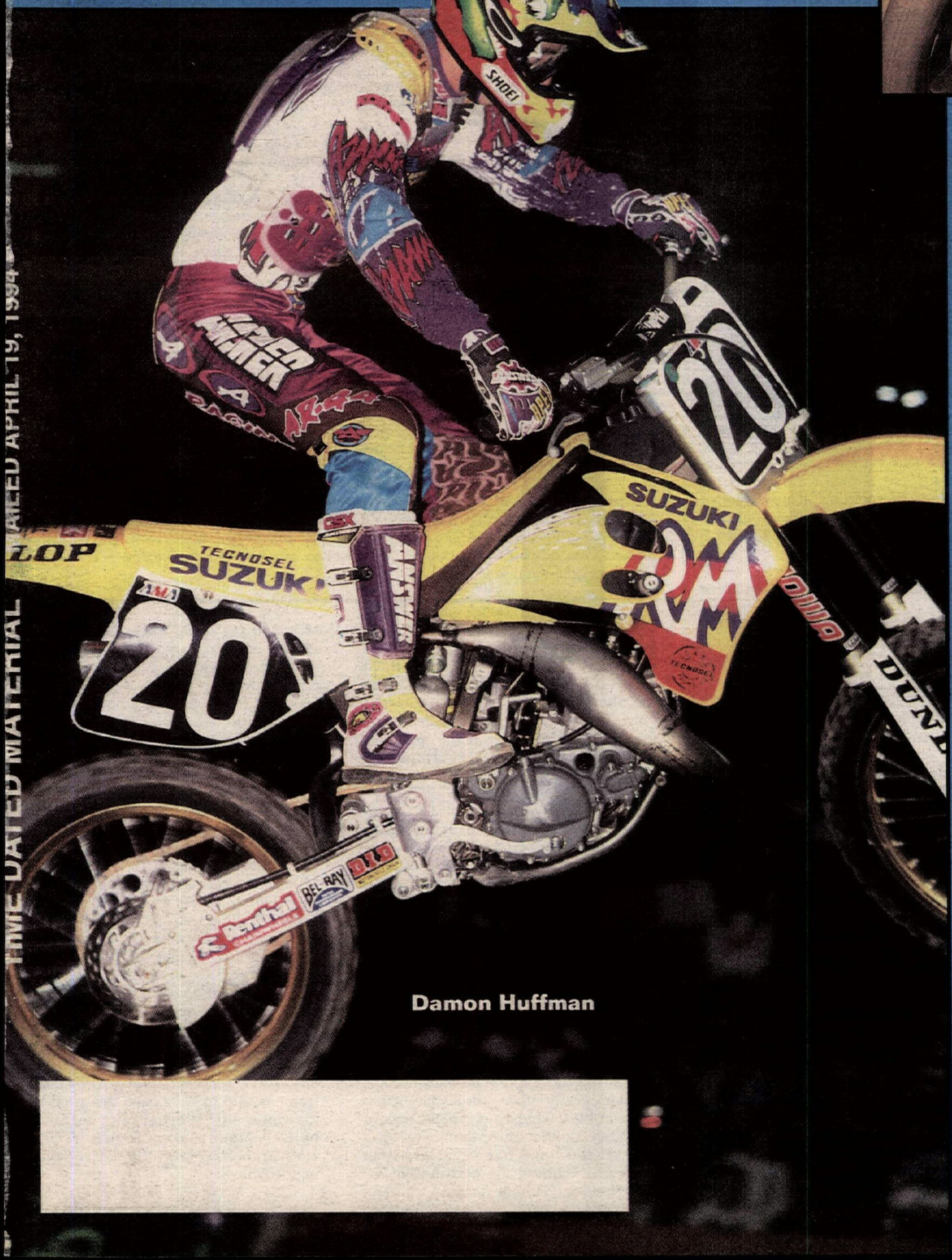
Riding Honda's VFR750F





Damon Huffman

- McGrath, Huffman take Metrodome SX wins
- Carmichael cleans up in World Mini Grand Prix
- Hamel wins Utah Nat'l Hare & Hound
- Van Doorn pulls off Swiss 500cc MX win

TIME DATED MATERIAL
MAILED APRIL 19, 1994

Danny Hamel (Kaw) scored his first career win in a National Reliability Enduro Series round at the extremely dry and dusty Crosbyton, Texas, race on April 16-17. Hamel topped opening round winner **Randy Hawkins** (Suz) by 34 seconds. Unofficial results have **Kelby Pepper** (KTM) in third, followed by **Fred Andrews** (Yam) and **Larry Roeseler** (Kaw).

Suzuki's **Steve Hatch** sat out the Texas qualifier to nurse a broken little finger on his left hand, an injury he incurred while riding with teammate **Guy Cooper** in Oklahoma during the week. "I was riding one of Cooper's motocross bikes on his enduro course, and it didn't have any Barkbusters," said Hatch. "I'm so used to riding with them (Barkbusters) that when I came to these trees I didn't even shut down, and I crushed the finger." Hatch expects to be back for the next National Enduro in Missouri on May 1.

Continuing an unnerving trend, rally racing lost yet another competitor when Italian factory KTM rider **Angelo Cavandolli** was killed while competing in the April 9-17 Tunisia Rally. Cavandolli, who finished third in last summer's Nevada Rally, reportedly hit a hole while traveling at approximately 100 mph. Austrian teammate **Heinz Kinigadner** was following Cavandolli at the time, and stopped immediately to help, but Cavandolli's helmet had come off and he died immediately. Frenchman **Stephane Peterhansel** (Yam) won the rally by 10 minutes over fellow countryman **Thierry Magnaldi** (KTM). Spaniard **Jordi Arcarons** (KTM) was third, another 22 minutes back. American **Casey Folks** (KTM) finished 26th overall out of approximately 135 entries.

Four-time World Champion **Eddie Lawson** came close to winning his first-ever Indy Lights car race during the Long Beach Grand Prix in Long Beach, California, on April 17. The Lake Havasu City, Arizona, resident was leading by 7.31 seconds after 23 laps when he spun out and hit the wall. The race was won by Lawson's Tasman Motorsports teammate Steve Robertson. Lawson finished third in the first round of the series at Phoenix International Raceway.

The AMA is currently trying to schedule an appeals-board meeting to make a decision regarding the **Rob Muzzy** protest against the Ducatis ridden by **Troy Corser** and **Pascal Picotte** in the AMA U.S. Superbike National Championship Series. "We're trying to put it together now," AMA technical manager Merrill Vanderslice said. "We're trying to find a suitable place and time. Laguna Seca is a possibility, but all the players need to be there. It's sort of up in the air right now."

Merrill Vanderslice said the reason **Mark McDaniel** was disqualified from the 750cc Supersport final at the Pomona Fairplex in Pomona, California, on April 9 was for an illegal air-box. "The air box on the Suzuki is in two halves and it wasn't put together very well. There was a gap at the bottom which allows additonal air to enter the box. We don't know if that was something that was overlooked, but it's something that's been done before by others. We don't know if it was done intentionally, but it doesn't change the fact that it (the gap) was there." McDaniel has appealed the disqualification which cost him his fourth-place finish.

What does five-time National Enduro Champion **Randy Hawkins** do when he's not winning in the woods? Win on the links, of course. On April 5, Hawkins and three friends entered the Double Dog Classic, a captain's choice four-man team golf tournament at Greenville, South Carolina's Furman University. With 25 teams competing, including several local golf pros, Hawkins' squad was considered a dark horse at best, but they completed the 18-hole course with a score of 13 under par, just ahead of the minus 12 mark of the second-place team. "I think we surprised a few people," said Hawkins, who plays frequently. "It was a lot of fun. I wouldn't mind trying to pursue the sport a little further after I'm done with racing."

Heading to Sacramento, California, for the April 23 **Valvoline/Krager Auto Parts Sacramento Mile**? If so, Chris Agajanian informs us that the official race headquarters has been changed to the **Sheraton Suites Fairplex**. A special "racer's rate" is being offered, whereby a two-room suite is available for a single-room rate. For reservations call 800/722-4055.

And speaking of the April 23 **Valvoline/Krager Auto Parts Sacramento Mile**, television star **Lorenzo Lamas** of the television series "Renegade" will be on hand to meet and greet fans at 6:00 p.m., prior to the start of racing action. For more information call 916/920-2760.

Now that three-time Grand National Champion **Ricky Graham** has decided to compete at the Sacramento Mile aboard a Johnny Goad-tuned Team Undo Honda RS750 (see sidebar), things look good for the nearby Salinas, California, resident to score his second-ever win at the Cal Expo State Fairgrounds. Graham's only other win at the facility came in 1984, when he competed aboard a factory Honda. Since then, Graham's luck at the track has been less than desirable. Though he dominated last year's series, Graham finished fifth and ninth at last year's pair of Sacramento Miles. At the spring race, Graham was singled out and penalized for jumping the start, though a number of other riders jumped the gun as well. Graham was sent to the penalty line and raced back to fifth. At the fall running, Graham was in second and gaining on leader Carr, but carburetion problems saw him drop to ninth. "My luck at Sacramento hasn't been the best, but I'm ready to go," said Graham. "I'm pumped up and ready to race."

The rider to watch at the Sacramento Mile, however, will be Team Harley-Davidson's **Chris Carr**, who lives in nearby Valley Springs, California. The likable 25-year-old has won six of the last eight races at the track, and is the heavy favorite going in. Savvy race fans will notice that Carr's Kenny Tolbert-tuned motorcycle will sport only one rear shock, as he will debut a new Knight-built, White-Bros.-suspended single-shock chassis. Scott Parker will also have a similar set-up, but his frame is said to have been designed by his tuner **Bill Werner**, and built in-house at the factory. Together, Carr and Parker have won the last 11 Sacramento Miles.

After enjoying the sweet taste of victory

Graham, Undo Racing to reunite for Sacramento Mile

Three-time AMA Grand National Champion Ricky Graham and tuner Johnny Goad will reunite for the first 750cc race of the season, the Sacramento Mile at the Cal Expo State Fairgrounds on April 23. After winning the Grand National Championship and enjoying the most successful season of their careers together in 1993, a strange turn of events saw Graham and Goad part ways at the end of last year. Graham opted to set out and form his own team and also to pursue a career in road racing. Goad, meanwhile, hired two-time National winner Larry Pegram to fill the spot left vacant by Graham on Team Undo, and looked set to contest the '94 series with a two-man team consisting of Pegram and returning team member Brett Landes.

At the series-opening Daytona Short Track, both Graham and Pegram faltered. With a one-race sponsorship from Smokin' Joe's Racing, Graham failed to make the National after a series of crashes left him muddied and out of the show. Though Pegram didn't crash, he too was off the pace and missed the cut for the main event. Instead, it was Landes who shined, finishing a career-best third place at Municipal Stadium.

When no road race offers or major dirt track sponsors materialized for Graham, the 34-year-old again considered retirement. "It was pretty discouraging," said Graham. "I had the best year of my life in '93 and smoked everybody, but there still were no offers. It's disappointing to be at the absolute top of your sport and not get a deal. I thought about retiring and leaving on top, but after doing some soul searching, I'm ready to race. I'm a racer. That's what I do."

After Daytona, Goad was disappointed in Pegram's performances on the dirt. "Larry's still got a long way to go," said Goad. "He broke his left leg real bad at the start of last year, and I think he's having a hard time getting back on the gas. He can do it, I'm sure, but it's gonna take some time. When you break a leg like that, it's hard to stick it out like you need to.

"At Daytona, I could see that Ricky and I needed each other, and also that Larry couldn't get it together. I just have to do what I think is best for all of us. I have to make money at this game, too."

According to Goad, there will be three riders in Undo Racing colors at Sacramento: Pegram, Landes and Graham. "I'm putting together another motorcycle for Ricky right now," said Goad. "It'll be easy; I know exactly how he likes them set up." There will be four complete Honda RS750s in the Undo pits - two for Pegram, and one each for Landes and Graham.

"We'll see how things work out at Sacramento and take it from there," said Goad. "I think Ricky and I can get our differences worked out and, if we do, we'll have a three-man team for the rest of the year. I'll just have to hire someone to help me with the wrenching. For Sacramento, my wife Sarah just might have to!"

Though Pegram didn't care to elaborate on his feelings about the situation, he did say, "I will be at Sacramento, and I'll be there to win. My confidence is high - I've had some great races aboard a road racer since Daytona - and I'll be up front. I am also planning to contest the *entire* Grand National Championship Series for Team Undo."

After turning in very impressive performances in the 600cc Supersport class at the Phoenix and Pomona rounds of the AMA 600cc Supersport Road Race Series, Pegram has had several offers from road race teams to contest the entire series. "There were a few good offers," said Pegram. "But I have a deal with Team Undo to contest the entire dirt track series. I will, however, race the next two road races (Laguna Seca and Road America) aboard an Erion Racing Honda CBR600. I'll also race the CBR900RR in the EBC Brakes Endurance Heavyweight Team Challenge for their team. Kevin Erion offered me a ride for the rest of the year, but I'm already committed through the rest of '94. Next year, we'll see."

Senate passes S.21

The U.S. Senate voted to approve the controversial California Desert Protection Act, S.21, that would lock out motorcyclists from millions of acres of public land in the Southern California desert, on April 13.

The full Senate voted to approve the bill, sponsored by Sen. Dianne Feinstein (D-California), by a 69-29 vote. And although the bill does include some concessions that were part of a package proposed by the AMA, it would still create one new national park, upgrade two national monuments to national park status and establish as wilderness lands millions of acres more than the federal government's own study of the area said was warranted.

"The passage of this bill by the Senate is a victory for the no-compromise politics of preservationalist groups," said Robert Rasor, AMA's vice president of government relations. "At every stage, we have asked for a balanced approach to the management of these lands, protecting the most sensitive areas and allowing other uses elsewhere. That balanced approach was part of the federal government's proposal for the desert, but it has been thrown aside in this bill, which seems designed to keep Americans from enjoying the lands we all jointly own."

With final passage of the California Desert Protection Act in the Senate, the focus of attention now shifts to the U.S. House of Representatives, which is considering its own version of the bill, designated H.R. 518. That measure, sponsored by Rep. Rick Lehman (D-California), contains none of the concessions requested by the AMA.

Hearings are expected to be held on the House bill during May in the National Parks, Forests and Public Lands Subcommittee of the House Committee on Natural Resources.

The AMA is urging anyone interested in balanced management of public lands to write to: Rep. Bruce Vento, chairman of the House Subcommittee on National Parks, Forests and Public Lands; Rep. George Miller, chairman of the House Committee on Natural Resources; and Rep. Rick Lehman; asking them to incorporate the complete package of changes being proposed by the AMA into H.R. 518.

"only" once in 1993, four-time Grand National Champion **Scott Parker** is hungrier than ever in '94. "We had some problems last year, but hopefully we've put them behind us," said an optimistic Parker. "I'm ready to go racing, and I want that fifth title." Parker has a firm grip on the all-time win record with 52 National wins, 12 more than **Jay Springsteen**, who boasts 40. "I've been training hard and I'm ready to add to that number also," said Parker. "I've been spending a lot of time on my motocrosser, and also riding my Yeti mountain bike. I'm ready, let's go."

The **Willow Springs Motorcycle Club** has posted a $100 bonus for the first rider to beat Paul Harrell in head-to-head competition in the WSMC's Toyota Cup Unlimited F-1 race series. Harrel has won four-straight F-1 events at the Rosamond, California, track, dating back to last December. For details on the bounty, call 805/256-1234.

Harrell wasn't at the April 17 round of the Toyota Cup Unlimited F-1 Series, and the race was won by **Chuck Graves** (Suz) over **Brad Hazen** (Duc) and **Mark McDonald** (Yam). According to WSMC, **James Randolph** broke the 750cc Super Stock lap record by clicking off a one-minute, 27.67-second lap in beating Graves in that class.

How seriously do the Dutch take their soccer? Seriously enough to change the schedule for the **Dutch Grand Prix**. The GP, normally scheduled to start at noon on June 25, will start an hour earlier because of a World Cup soccer game the same day in Orlando, Florida. The match, Holland vs. Belgium, is considered the most important of the early part of the tournament to the Dutch. It will begin at 12:30 p.m. EST, 6:30 p.m. Dutch time so the racing will begin an hour earlier in order to give the GP crowd time to get home.

Five-time National MX and two-time Supercross Champion **Jeff Ward** called to let us know of a couple of upcoming dates for his **Wardy Racing Schools**. Each of the classes is two days long, and features personal instruction by Ward, himself. The class starts with a May 31-June 1 date at New York's Diamond Back MX Park, before heading west to Perris, California's Perris Raceway. There, Ward will teach classes on June 6-7 and June 14-15. For more information, call 714/248-5882.

The **World Police Motorcycle World Road Race Championships** will be held at the Circuit Paul Ricard in Le Mans, France, May 12. Scheduled to carry the American flag at the event are **Rick Shaw** of the Metro-Dade County (Florida) Police Department, **Charles Price** of the Sacramento (California) Police Department and **David Hirsch** from the Galveston (Texas) Police Department. The race will see 30 officers from around the globe compete aboard identically-prepared Honda CBR600s. Law enforcement or corrections officers interested in competing in the event should contact Rick Shaw at 305/258-5234.

Hot on the heels of WERA's announcement of the cancellation of the August 5-7 Pro Series event at Pocono International Raceway, comes the announcement that the **Team Suzuki Endurance Advanced Riding School** which was scheduled to be run in conjunction with the race on August 4-5 has been reshceduled for August 17 at Bridgehampton Raceway in Long Island, New York. For more information call 909/245-6414.

Jeff Swan reports that he has taken over the position of president of the **Riders of Vision** club, and that he would like to hear from current and past members, as well as from any Yamaha Vision riders who are interested in joining. Interested parties should contact Swan at 1700 Johnston, Liberty, MO 64068; 816/781-2883.

It's that time of year again, and the **Isle of Man TT** will again route daring road racers on the Isle of Man on June 8. This year, Costa Mesa, California's **Mark Cernicky** will compete in the 400cc Supersport class aboard a Suzuki RGV250. Another American who has entered is Californian **Craig McLean**, who will race the four-lap Supersport 600cc race on a Honda CBR600. McLean, who raced last year, will also pilot a Rotax in the Singles TT.

The **Over the Hill Gang** Bay Area Chapter is holding an **open motocross practice day** on the Grand Prix track at the Hollister Hills SVRA in Hollister, California, May 7. The track will be prepped and watered by Motowest. Although the course will be open for general practice between 9:00 a.m. and 3:00 p.m., separate OTHG practice sessions will begin at 10:30 a.m. The gate fee is $10, and OTHG members must pay an additional $5 in the OTHG pit area. For more information call 415/617-0845 or 408/248-7303.

Honda/Suzuki/Kawasaki West, a Tampa, Florida, multi-line dealership, and **American Honda** will host their **3rd Annual Charity Poker Run** to benefit the Brain Tumor Foundation for Children, May 1. A $10 donation per person is requested, and all proceeds will be donated to the charity. For more information call 813/968-788 or 800/237-3599.

Road racing guru **Keith Code** recently returned from Monterrey, Mexico, where he held riding and racing schools. The classes were covered by Mexico's largest newspaper, El Norte, and featured on syndicated television. Code has also run schools in Guatemala and Australian and he plans on instructing students in South Africa, as well.

The **AHRMA Vintage Iron National MX**, scheduled for April 24 at Sand Hill Ranch in Brentwood, California, is expected to attract such famous former racers as **Don Castro, Danny "Magoo" Chandler, Doug Grant, Bill Grossi, John Hateley** and **Tom Rapp**. The program on Saturday, April 23 will be devoted to an AHRMA Vintage Trial, with the motocross taking place on Sunday, April 24. This year's MX is pre-entry only; it is not necessary, however, to pre-enter the trial.

Racer/promoter **Jim Holley** called to let us know that there will be no gate fee for riders who come from over 150 miles away to attend round two of the CMC North Spring Classic Series at Carson City, Nevada's Silver State Raceway on April 24. For more information call 702/267-4392.

Understandably, off-road legend **Larry Roeseler** likes to get away from the world of motorcycle racing every once in a while. What does he do when he gets a rare weekend off? He races trucks, of course. Roeseler has been partnering with Kurt Le Duc, first at two local LaRana off-road races, and most recently at the April 1-3 Nevada 400. The duo finished third overall in the first race, and were leading the second race when they broke down. In Nevada, they finished seventh in class after suffering mechanical gremlins. "I'm just kind of getting my feet wet," says Roeseler. "This is something I've always wanted to do. Before the (Baja) 1000 I bought an old pre-runner that I'm fixing up, but it's not ready to race yet. I've always kept in touch with (former National Hare & Hound Champion) **Dan Smith**, and he keeps me updated. (Smith now races trucks off-road). I'm able to get throw-away parts from some of the teams. Eventually, I'd love to get into something. A lot of it relates to bikes. The suspension is so good that you can drive smart and work the whoops like on a motorcycle."

The Mickey Thompson Entertainment Group has cancelled its six-race **Sportsman Off-Road Racing Series**. The first race of the series was held at the Glen Helen OHV Park in San Bernardino, California, on March 20, with five more races scheduled to be run at the same facility. The announcement comes as part of a major restructuring move by MTEG, one that has seen the addition of Danny Thompson (son of late MTEG founder Mickey Thompson and Grand National Sport Truck competitor) as President. "This move allows us more time to focus on the Mickey Thompson Stadium Off-Road and AMA Supercross series, as well as future motorsports ventures such as our recently produced arenacross held at the Arrowhead Pond of Anaheim," Thompson said.

California Governor **Pete Wilson** will be the main speaker at the California Off-Road Vehicle Association (CORVA) 25th Annual Convention on Saturday, April 30, in San Diego, California. Wilson will address the Desert Protection Act (S.21) and how it can impact the sport of off-highway vehicle recreation. The general public is invited to attend and you don't have to be a CORVA member. The convention will take place at the Handlery Hotel, with Wilson's speech scheduled for 1:15 p.m. on April 30. For more information call 800/422-6782, ext. 503.

HIRED: Gilberto Gentilli, by AGV Helmets of Italy. A graduate of the USC school of law, Gentilli worked for Bieffe from 1989 until the present while also serving as the President of Bell Motorcycle Europe. Gentilli's responsibilities will include various legal issues relating to product liability control, quality control, mergers, acquisitions, joint ventures, sponsorships and contracts.

APPOINTED: Ken Ciocci, as New England Sales Manager for Spectro Oils of America.

HIRED: Ron Barrick, as Road Racing Competition Administrator for the AMA's Sports Marketing Department.

AUTOGRAPH SIGNING: At Arlington Suzuki in Arlington, Texas, April 22 from 6:00p.m. to 8:00 p.m. Team Suzuki's Ezra Lusk, Jimmy Button, Brian Swink and Phil Lawrence are sheduled to appear. For more information call 817/261-0706.

AUTOGRAPH SIGNING: At Michael's Suzuki/Honda/Kawasaki in Carson City, Nevada, April 22 from 6:00p.m. to 8:00 p.m. Team Suzuki Off-Road riders Guy Cooper, Rodney Smith and Randy Hawkins are scheduled to appear. Also expected are Kawasaki Team Green's Ty Davis and Danny Hamel. For more information call 702/883-6111.

AUTOGRAPH SIGNING: At Central Yamaha in Plano, Texas, April 22. Team Noleen/Yamaha/Sizzler riders Larry Ward and Larry Brroks, as well as NCY rider Jeff Matiasevich are scheduled to appear. For more information call 214/423-4089.

CORRECTION: The April 30 Lorretta Lynn's National New York Area MX Qualifier will be held at Moto Masters Park in Mexico, NY, not at Thunder Ridge Cycle Park. For more information call 607/847-6520.

Continued on page 67

Blackwater 100 on hold

The Monongahela Power Company, owner of one of the East's most popular riding areas, closed its land in the Canaan Valley, home to the famous Blackwater 100 cross country race, to off-highway motorcycles, ATVs and mountain bikes, citing "growing environmental concerns" as the reason. A public notice from the Monongahela Power Company reads: All-terrain vehicles, bicycles and any other unauthorized vehicles will no longer be permitted on Monongahela Power Company's properties in Canaan Valley and the surrounding area.

As a result, Racer Productions, the promoters of the Blackwater 100 race, held near Davis, West Virginia, has been forced to "tentatively cancel" this year's event, scheduled for June 19.

"Monongahela has worked diligently to be a 'good neighbor' to the citizens of Tucker County, allowing virtually unrestricted use of our properties in the Canaan Valley area for recreational purposes," said Monongahela president Benjamin H. Hayes in a prepared statement. "But growing environmental concerns have caused us to re-evaluate our policy and restrict vehicular traffic in the area."

According to the Motorcycle Industry Council, the "environmental concerns" cited seem to stem largely from a recently published report by state and federal agencies. A monitory study on the Blackwater River during last year's Blackwater 100 found "severe water quality problems."

The company's decision leaves West Virginia with virtually no public riding areas and only whatever private land is available to local riders who know where to go. State lands have been closed for a number of years and the Monongahela National Forest does not permit OHV use.

As far as the Blackwater 100 race is concerned, Davey Coombs Jr., of Racer Productions, feels fairly certain that the June 19 race will go off as scheduled. "We're hoping to get special authorization and lease the valley for the weekend," said Coombs. "It is true, however, at this moment, the race is cancelled, but don't give up hope yet."

If the Blackwater 100 does go off as planned, it will be the event's 20th anniversary and the eighth stop on the AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series circuit.

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America's weekly motorcycle newspaper

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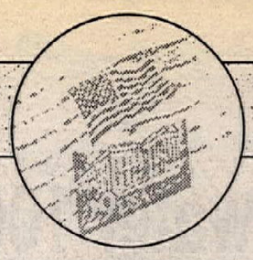


VOICES
Letters to the editor

Straight "Rocket"

Rex Staten is a credit to our sport and will one day go down in the motorcycle history books as one of the true "great ones."

Anyone fortunate enough to know "Rocket" Rex is painfully aware that the letter written by Joe Armstrong (Voices, March 30, Issue #12) is pure bull. The route in question was extensively traveled and defoliated during three weeks of prerunning. Under the exigencies of race circumstances, at 6:15 a.m., the path chosen by Rex appeared to be the actual course. It was, in fact, only 200 yards long. This was simply an honest mistake made by Rex, and other riders (current superstars who shall remain nameless). Mr. Staten's disqualification in Mexico was questionable, at best. Since Rex was racing the AMA National Hare & Hound at Lucerne Valley, California, the following morning, he was not present to defend his position.

The reason for Rex Staten's dominance of SCORE Class 30 is simple: 39-year-old "Rocket" Rex and his teammates haul ass! Moreover, the Staten team was comprised of three riders, not four as alleged by Joe Armstrong. In fact, Earl Roberts was staging a comeback after sustaining serious multiple injuries in a horrifying booby-trap-related Baja 500 crash last year that occurred while he was traveling in excess of 100 mph.

More important, however, is Rex's personal commitment and contribution to our sport. I have personally witnessed Rex go out of his way on a busy race day to help total strangers with problems ranging from missing axle bolts to suspension rebuilds. Joe Armstrong should be ashamed of himself for tainting Mr. Staten's good name.

Robert Chavez
Encino, CA

Rex Staten was disqualified from the February 26 San Felipe 250 for cutting the course...Editor.

Magoo fan

The year was 1982 and I was an 11-year-old amateur dirt tracker at the Superbikers event in Carlsbad, California. It turned out to be one of the best races I've ever seen. I watched Danny Chandler make a last-lap pass between Ricky Graham and the guard rail. It was great! As I stood behind the ABC Wide World of Sports camera, watching the interview, "Magoo" looked directly at me, pointed his finger and said, "Come here, kid." As I approached him, Danny removed his goggles from around his neck - the same goggles pictured in *Cycle News* (Where Are They Now, Issue #14 - April 13) and put them around my neck. He then turned me around, with his hand on my shoulder, facing the camera, and went on with the interview. I wanted to take this opportunity to say, "Thank you, Danny," and to let him know that he treated this fan great! His fans are still out there and we care.

I've got those Scott goggles hanging on a trophy in my garage, and have told that story to all my friends in the past.

Thank you, "Magoo."

Matt Stoutenburg
Yorba Linda, CA

Stop the whining

I'm wondering if there will come a day when the controversy, or should I say whining, comes to an end over Ducati's dominance in AMA Superbike competition. The '93 season had its critics after Doug Polen continually shut out the competition, and the AMA reacted by instituting restrictions on the Ducatis.

Now Rob Muzzy jumps into the scene stomping his feet over the homologation issue. What's the deal? I don't recall any flak over Troy Corser's second-place finish at Daytona when Scott Russell dazzled the crowd with a brilliant ride to victory on a Muzzy Kawasaki - from the back of the grid. My friends and I clocked Russell at a full second faster than the rest of the field. Granted, Russell's a great rider, but obviously his equipment is not out-classed.

Is it only when a Ducati-mounted rider wins that the whiners come out of the closet? And what about the Harley? Where exists their other 48 "sold for street use" machines? Or is it not an issue because they don't pose a threat and "Hey, it's good for America anyway?"

Look, the Japanese manufacturers have kicked ass for a number of years now with their mega-budgets for research and development and for talent. Look where Polen's gone. Quite honestly, I'm glad to see a virtual Third World industrial power have it's day in the sun.

Rob DePiazza
St. Augustine, FL

And more on Ducati

You quote Rob Muzzy (In The Wind, Issue #14 - April 13) as stating, "...the burden of proof will fall on Ducati." I always thought United States law was based on "innocent until proven guilty." If so, then the burden of proof would appear to fall on Mr. Muzzy.

Mr. Abrams (Chicanery, Issue #14) has a great sense of humor. Let's hear more from him.

Dan Spisak
Richmond, CA

Going off

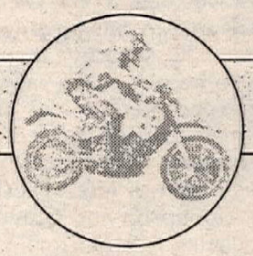
I am writing in regards to your coverage of the AMA 250cc Grand Prix Series from Phoenix, Arizona (Issue #13 - April 6). I appreciate seeing my picture and getting exposure for my fourth-place finish. What I don't appreciate is being quoted as saying that "my tires went off." Not only did I not say that, I did not even talk to Henny Ray Abrams or anyone else that works at *Cycle News*.

For the record, my Dunlop tires worked fantastic throughout the entire National, and I recommend Dunlops to anyone starting out in racing because they are the best in the industry.

Mike Sullivan
Centralia, WA

Henny Ray Abrams said he tried to locate you in the pits following the 250cc race. When he couldn't find you, he used the in-house press notes issued by the press officer at Phoenix International Raceway. Your quote came directly from those press notes...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



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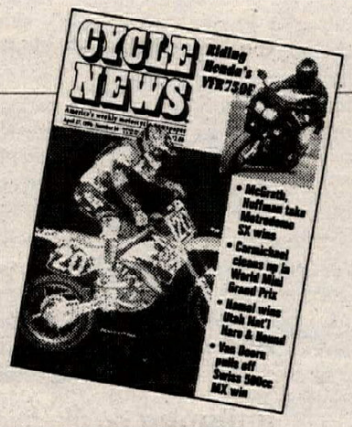


ON THE FRONT COVER

Team Suzuki's Damon Huffman won the combined Eastern and Western 125cc final in the Minneapolis Metrodome, marking the second time the two regions have met head to head this year. Turn to page 6 for the complete report. Inset photo: *Cycle News* took a ride on Honda's revamped VFR750F. See page 24 for a riding impression. Photos by Kinney Jones

PUT yourself in his PLACE.

Namely, **tearing down the track on a SUZUKI GSX-R750** to win the first ever AMA 750cc Supersport race at the Pomona Fairplex. For Britt Turkington this year, that makes **2 out of 3**.

And that ain't bad. But don't judge a man until you've ridden **several miles on his GSX-R**.

Which is no problem, since the one Britt swears by is only slightly modified from the one you can get at your local Suzuki dealer.

The same one you could be using to get your chunk of our **$691,900 roadracing contingency**. The program covers 232 events, and even Britt can't win 'em all. Or can he?

Buying a GSX-R will even get you into the Team Suzuki Endurance Advanced Riding School. And since you'll be riding basically the same GSX-R as the pros, you're likely to ***catch on fast***.

Pretty soon, you'll start to **WALK like Britt. TALK like Britt. Be a STAR like Britt. On a GSX-R like Britt**.

And next thing you know, you'll be **doing your mean Britt Turkington imitation** on the final straightaway as you win your first major Supersport race. Or come in a close second. **To you-know-who**.

Because it's one thing to **take after Britt**. It's another thing to catch him.

SUZUKI

As Seen in *Winner's* Circles.

Suzuki firmly believes racing belongs in one place – on the racetrack. We want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-447-4700. The Suzuki GSX-Rs are engineered for experienced riders. For the name of the nearest Suzuki motorcycle dealer, call 1-800-255-2550.

Professional rider pictured in sanctioned closed-course competition.

Different place... same thing!

For the first time ever, the city of Minneapolis played host to the AMA Camel Supercross Series. The event drew 46,810 fans, and was praised by many riders as the best of the year.

By Chris Jonnum
Photos by Kinney Jones

MINNEAPOLIS, MN, APR. 16

At the first Coors Light Challenge ever held under the air-supported roof of the Twin Cities' Hubert H. Humphrey Metrodome, the end result was no different than it has been for most of the past two seasons as defending AMA Camel Supercross Champion Jeremy McGrath rode to his 18th career victory and extended his points lead to an incredible 53 points. One week after advancing to the main event through the Last Chance Qualifier in Pontiac, Michigan, the Team Honda/1-800-COLLECT rider got back on the right track by winning his heat race, but he failed to parlay his subsequent early gate-pick into a holeshot in the night's feature. His fourth-place getaway was typical of his starts this year, though just a season ago he could regularly be found leading the pack out of turn one. Just like last year, though, McGrath continues to lead the pack where it really counts - at the finish line - and he wasn't about to let anything change that in Minneapolis, not even an unfamiliar stadium.

"What are you trying to do, jinx me?" joked McGrath, when asked by floor announcer Larry Maiers if he could win all four remaining rounds. That McGrath will win the title goes almost without saying, so attention now turns to the record for most wins in a single season. Last year, McGrath set the mark of 10, and predicted before this season that he could eclipse it. He'll need three wins in four tries to break the record - two to equal it - but at the rate McGrath is going, he may just decide to win all four.

One rider who *was* pleased with his start (but who would have preferred to have McGrath's finish) was Team Yamaha's Michael Craig, one of just three riders to have beaten McGrath in a stadium thus far in '94. Craig, the winner of the Tampa Supercross, got away second behind Yamaha privateer Jeff "Chicken" Matiasevich and quickly advanced to the lead spot. Once up front, Craig led a 20-rider parade for much of the main, attempting to establish a cushion before McGrath could get through the pack. Craig's plan was nearly successful, but came up just four-and-a-half laps short, with McGrath capitalizing on an error by the Yamaha rider to take over the point. Craig held on to the runner-up position for the final few circuits, advancing one spot in the point standings to fifth.

"I was going fast, I saw Jeremy, and I think I did the usual - I bobbled," said Craig. "I guess it wasn't my night to win. I was riding good, though, so I'm happy."

The second of the three riders to beat McGrath this year is Team Kawasaki's Mike Kiedrowski, who won at Daytona for the second time in a row. The 250cc National Motocross Champion was at times the fastest rider on the track in Minneapolis, but fell victim to a bit of bad luck in turn one and had to work up from midpack. He was doing so with great success until arriving in the third spot on the 16th of 20 laps, by which time McGrath and Craig were both out of reach. While the third-place result was nothing to sneeze at - it moved Kiedrowski up one position in the title chase to second - the points differential between him and McGrath is now greater than ever. Kiedrowski will need nothing short of a miracle to win his first indoor title this year.

"I got off to a pretty good start, but I got to the first turn and there were a couple of crashes," said Kiedrowski. "I kind of wound my way around everyone and took off. I didn't really know where I was (in the race); I was just passing anyone I could."

Riding a strong, but comparatively uneventful, race was another National Champion, Team Honda/1-800-COLLECT's Doug Henry. The 125cc titleholder actually held down third place for 13 of the main event's 20 circuits but sat in fourth spot when the checkers waved, matching his effort of a week earlier in Pontiac and equalling the best of his career.

The lowest-finishing National Champion of the evening was Team Kawasaki's Mike LaRocco, who last year earned the last-ever 500cc outdoor crown. LaRocco - the other rider to beat McGrath this year - has become accustomed to facing uphill battles after getting poor starts, but things looked even more grim than usual when the Charlotte Supercross winner went down in a heap in turn one and remounted *way* back in the field. Like his teammate Kiedrowski, however, LaRocco made the best of a bad situation, putting on a patented charge towards the front that landed him in fifth place with four laps remaining. There he remained through the final laps, slipping one position in the point standings to third.

"I hit someone in the first turn," said a somber LaRocco afterwards. "It was slippery there, but I didn't have that good of a start before that, anyway. The track was good for passing, but hard to make up time on."

Rounding out the top 10 finishing positions were three-time Supercross Champion Jeff Stanton, Team Noleen/Sizzler/Yamaha's Larry Ward, Team Suzuki's Brian Swink, Matiasevich and Team KTM's Cliff Palmer. Stanton gated sixth and advanced two positions before falling victim to broken clutch plates and slipping back to where he had started. Oddly enough, Stanton had suffered the same problem in his heat race. Ward, who one week earlier had recorded a second-place finish in Pontiac, ran as high as fourth before settling for seventh. Taking a soil sample in turn one slowed Swink, the winner of the first heat race. Matiasevich - the winner in semi one - faded after pulling his second holeshot of the last four rounds, with Palmer placing 10th after winning the second semi.

An extremely vocal and enthusiastic crowd of 46,810 turned out for the Metrodome's inaugural supercross, to watch the riders do battle on what many described as the best track of the year. The course design was reminis-

cent of several other races this season, but featured a higher-quality soil than has been used at the last few rounds. Ruts were not a problem for the most part, the one exception being a single, deep groove through the longer of two whoop sections. The stadium's large floor allowed track builder Rich Winkler to keep the course fairly wide, with several corners offering more than one usable line. In addition, the stadium's acoustics were much better than has become the norm of late, as race announcer Larry Naston could actually be heard while the bikes were racing. The track design's one weak point came about because race promoters SRO/Pace did not have permission to use the outer perimeter of the field. This meant that run-off area between straightaways was minimal, and access by photographers was thus restricted.

"This stadium is perfect for supercross," said Team Suzuki's Damon Huffman, after winning the second 125cc heat race. "I hope we come back every year."

Speaking of Huffman, the 125cc Western Regional points leader earned an impressive win in the second 125cc East/West showdown of the season, making up for his performance at the first showdown in Houston three months earlier. There, Huffman had suffered defeat at the hands of teammates Ezra Lusk and Jimmy Button - both East coast riders - but in Minneapolis he stood atop the highest step on the winners' rostrum. He didn't get there easily, however, after gating poorly and finishing lap one back in fifth before charging past the leading Lusk. Team SplitFire/Hot Wheels/Kawasaki rider Ryan Hughes finished third for the Western region, while Button survived a wild, crowd-pleasing ride, that found him leading at one point. He crossed the finish line in fourth position. Brit Jamie Dobb rode well to finish fifth for the SplitFire/Hot Wheels/Kawasaki team; it equaled the best supercross finish of his career. Finishing out the top 10 in the talent-laden race were Team DGY's Chad Pederson, RRP/Cycles of Palm Beach/Kayo-backed Tim Ferry, Tuf/Team Green rider Jeff Curry, Team SplitFire/Hot Wheels/Pro Circuit's Pedro Gonzalez, and Boyesen/Yamaha/Penske's John Dowd.

"This is my first time winning with the East and West both competing," said Huffman. "There were a lot of good riders, but I used my head and in the end it paid off."

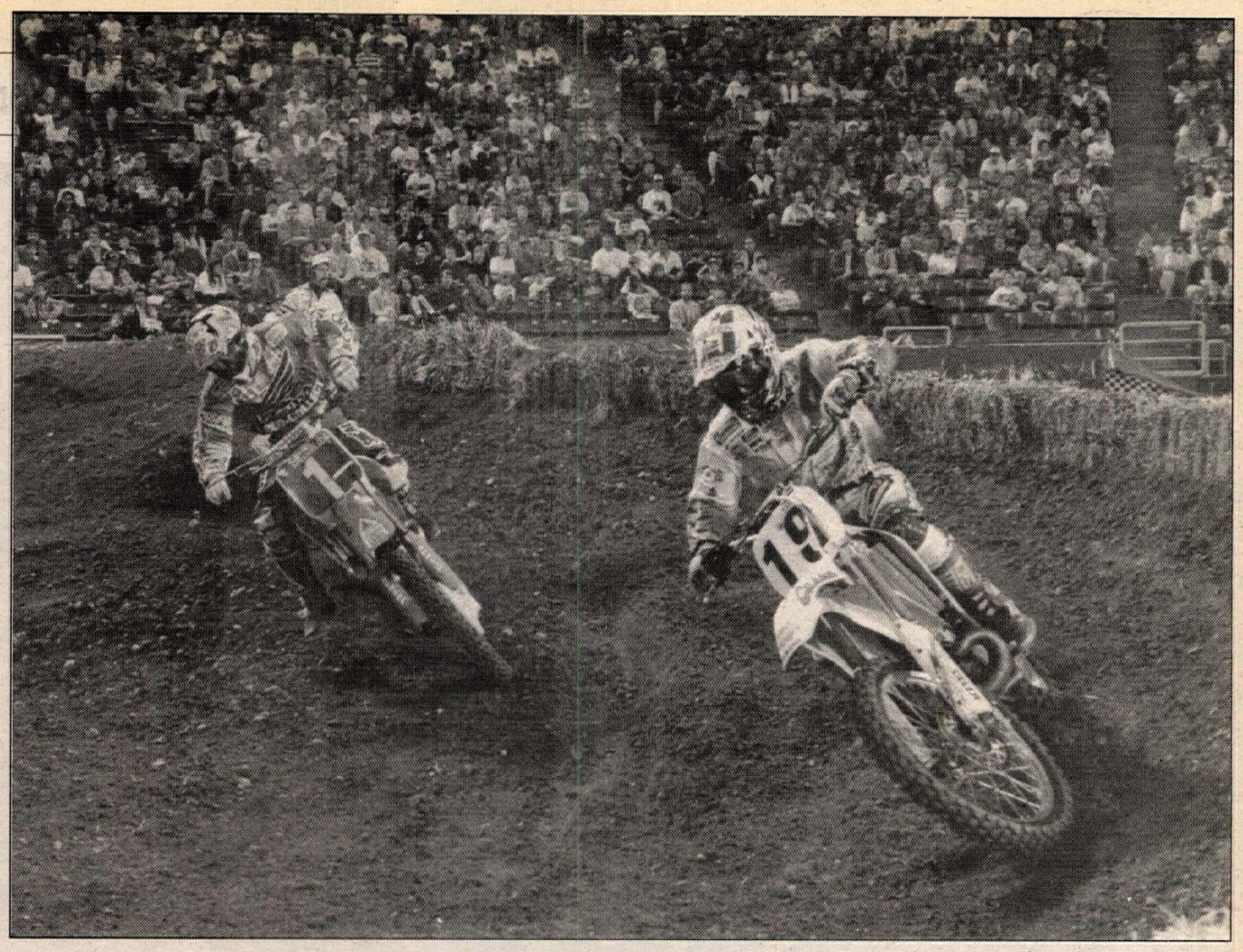
250cc

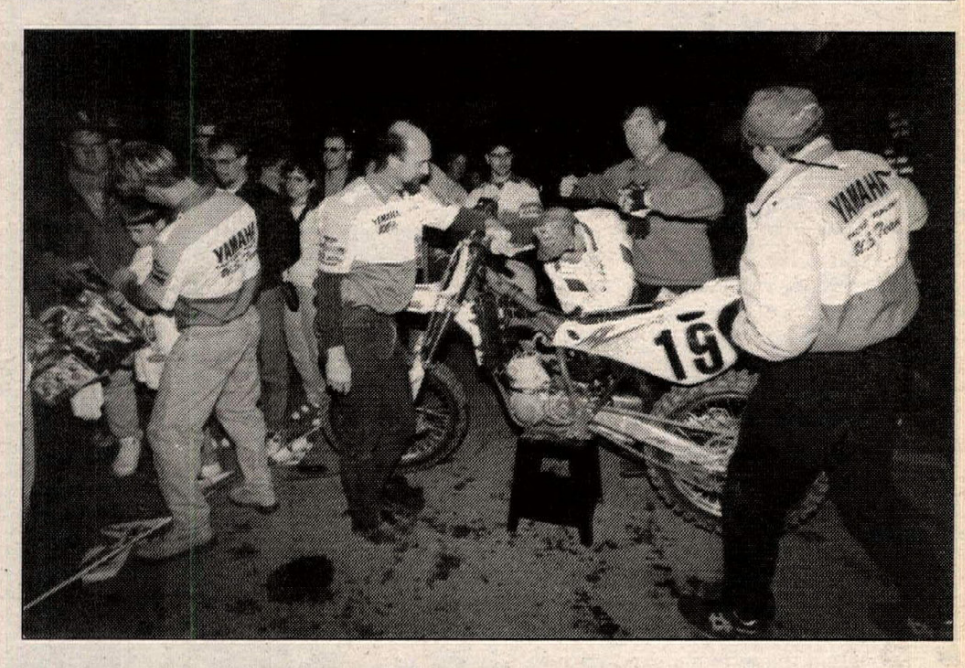
Craig emerged from turn one with the lead in the first of two block-pass-filled heat races, but Swink was right behind. Swink closed on the third of eight laps, pulled alongside over a whoop-covered hill, and slammed Craig in the following turn. Craig pinched him off, but Swink forced his way by after the next whooped-out straight. Swink stayed out front to the finish, with Team Honda/1-800-COLLECT's Steve Lamson getting by Craig to take second. Craig was third ahead of LaRocco. Kiedrowski advanced to fifth place, after falling in turn one, and would have to race in a semi.

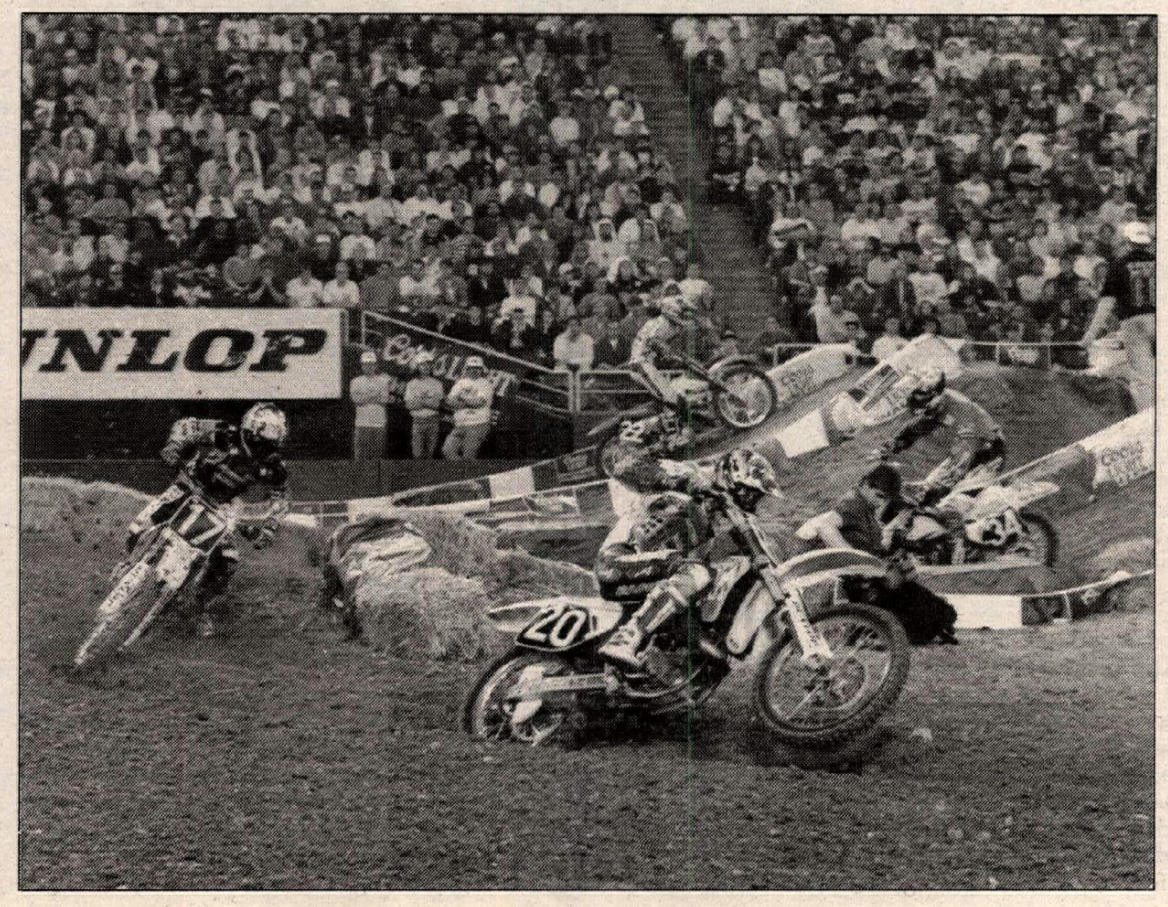
"He (Craig) made a mistake, so I just got on the gas in the whoops," said Swink. "Last weekend I decided it's the end of the year and I'm just going to give 150% and make it or break it. I felt good and I think if I can go 20 laps like that I'll be right there."

McGrath holeshot heat two, but was soon challenged by arch-nemesis Jeff Emig of Team Yamaha. Emig tried to jump past McGrath over a triple, and after looking over and seeing him, McGrath had no choice but to surrender the inside line when Emig blocked him in the next turn. McGrath cut back underneath Emig, however, and powered by over a series of small jumps, cutting back across Emig's line once he was by. Emig made another attempt at a charge on lap six, but was not able to seriously threaten McGrath, who did a nac-nac over the triples on the final lap. Henry was third, with Team Honda/1-800-COLLECT's Jeff Stanton a distant fourth, overcoming a non-functioning clutch to take the heat's final transfer.

"Jeff (Emig) actually passed me over that triple," admitted McGrath. "I went inside and he went outside, and I knew he was going to get by. He rode a good race. The track is really good for racing."







(Top) Impending doom: Jeremy McGrath (1) had to wait until the 16th lap to do it, but he passed Mike Craig (19) and notched his eighth win of the year. (Above) While Michael Criag signs autographs, his mechanic Brian Lunniss jokes with AMA tech inspector Mike Showen. Officials had Yamaha mechanics tear down Craig's YZ250 for a routine inspection after the main event, but found nothing wrong. Yamahas have pulled the holeshot in nearly every main event this season. (Left) Damon Huffman (20) leads Ezra Lusk (17) and Jimmy Button (34) in the crowd-pleasing 125cc main event, which pitted riders from the East and West coasts head to head. Huffman went on to win, with Lusk finishing second.

Round 11: Hubert H. Humphrey Metrodome

Matiasevich led the first semi from start to finish, with Kiedrowski advancing from another poor gate to finish second. Third and fourth went to Team Sizzler/Noleen/Yamaha riders Kyle Lewis and Larry Brooks, respectively, with Beach Sportcycle's Gene Naumec in fifth.

"The holeshot is real important," said Matiasevich. "I don't think anyone's gonna run away and win (the main event). The track suits my riding style; I'll have no excuses tonight."

Cliff Palmer imitated Matiasevich by leading every lap of semi two, with Suzuki support rider Denny Stephenson in the runner-up spot. Larry Ward finished third in front of Honda of Troy riders Erik Kehoe and Todd DeHoop.

"This is two years in a row that I've made every main event, and I hope to keep that tradition alive for a long time," said Palmer.

James Eickel and Dag Boyesen took the top two positions in the Last Chance Qualifier, the last two transfers of the night.

Matiasevich got his second holeshot of the evening at the start of the 20-lap main event, with fellow Yamaha rider Craig close behind. Henry was third ahead of McGrath, while Lamson, Emig and LaRocco all found themselves on the ground.

"I went down and my pipe was burning Lami (Lamson)," said Emig. "He was yelling, 'Get it off, get it off.'"

"I had a good start, but I hit someone over that little double and went down," said Lamson after the race, displaying a nasty-looking burn on his back. "Emig's bike landed on me and was just frying my back. It felt like bacon sizzling. I'm pretty sore."

Kiedrowski also had troubles in the first turn, and while he managed to stay upright, he was back in 11th place. "A lot of people crashed, and Stanton almost went down," said Kiedrowski. "I ran into the back of him. I was just going, 'I'm staying up this time.'"

Back up front, Craig block-passed Matiasevich for the lead on lap two, and began attacking the track as he attempted to pull away. McGrath passed Henry for third on the fifth lap, and closed on Matiasevich in the whoops, passing him just before the finish line.

At that point, Craig had just under a four-second lead on McGrath, an advantage he maintained for the next several circuits. After the midway point, Craig began to falter and McGrath smelled blood. The Honda rider rapidly closed the gap on Craig, hounding the leader for a lap before trying to pass over the finish-line jump at the end of the 15th go-around. He couldn't complete the move, but Craig faltered soon after, and McGrath moved by over a small double, then cut to the inside in the following turn.

"I made a mistake, and I heard Jeremy go, 'Whoo!' like (he was saying), 'That was a close one!'" said Craig.

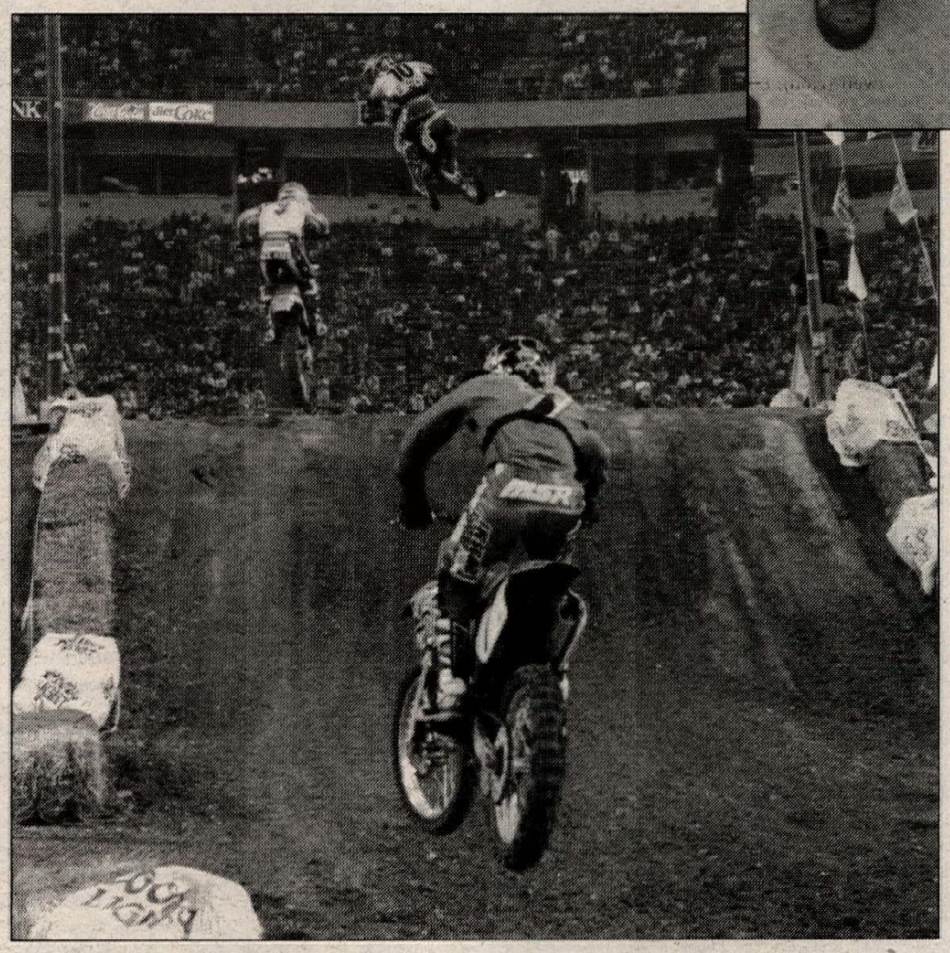
Craig faltered once more in the whoops, then appeared to back off and accept second place. He finished over three seconds in arrears of McGrath, who again pulled a nac-nac over the triples. After crossing the line, McGrath high-fived Craig, congratulating him for a strong ride.

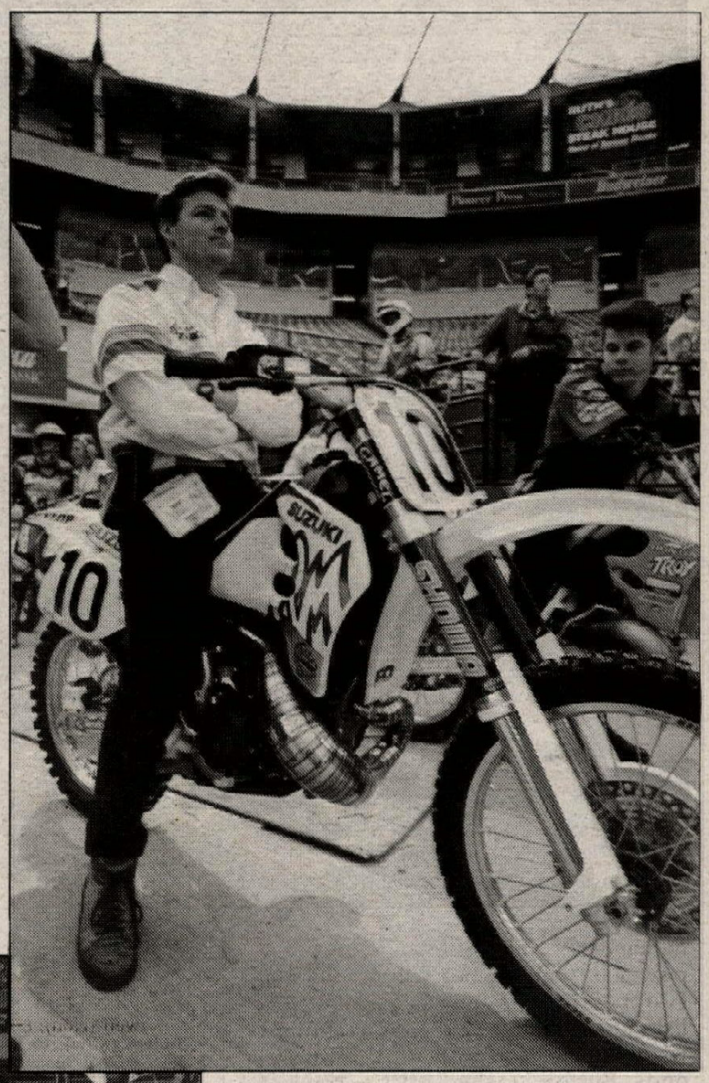
"Mike Craig was jamming out there, and it was tough," said McGrath. "He held a lead on me for a while, but I caught him in the whoops and I think he got kind of flustered. He made a mistake and I got him in the next turn."

After his midpack start, Kiedrowski had marched steadily forward through the field, arriving in fifth place by the halfway mark. He hammered at the fourth-placed Stanton for several laps, block-passing the former champ with six laps left when Stanton's clutch again got the better of him. Kiedrowski then moved by Henry, who had ridden in third for most of the race. Henry followed Kiedrowski across the line for fourth. "I had a pretty good race," said Henry. "I rode smooth and I didn't make many mistakes."

LaRocco had completed lap one back in 12th place, but put on a patented attack and was seventh midway through the race. He advanced two more spots in the latter half of the race, displacing first Ward, then jumping by Stanton over a tabletop jump. Stanton finished sixth, riding the last couple of laps without a rear fender.

"We're not really sure what happened (to the fender)," said Stanton's mechanic Wyatt Seals, pointing to what little of the plastic was still bolted to the CR. "I saw it flopping around, and I was pretty embarrassed because I thought maybe the bolts fell out. It ripped in half, though, so that's obviously not what happened. Jeff doesn't remember hitting anyone, so all I can figure is that he landed hard off a jump, and his butt pushed it into the rear tire."





(Left) Mike Kiedrowski (3) worked through the pack to finish third. Doug Henry (8) was fourth. (Below) Brian Swink's mechanic Paul Steinbrecher waits for the start of the main event. Swink sported a trick titanium pipe on his factory Suzuki. (Below left) Mike LaRocco (7) stalks Mike Kiedrowski (3) and Brian Swink (10). All three suffered poor starts.

125cc

Lusk and Huffman split wins in the two 125cc heats, setting up a showdown between the top guns from the East and the West. Jeff Curry won the Last Chance Qualifier, and the 22-rider field was set for the 15-lap 125cc main event.

The holeshot was snared by Jim's Motorcycle Sales-sponsored Mike Brown, winner of last week's race in Pontiac, but the Honda rider miscalculated a jump and went over the bars big-time on the first lap. Lusk inherited the lead, while Button and Huffman were held up by a first-turn pile-up. The two finished lap one in fourth and fifth places, respectively.

With the winner of the last showdown out front, most people assumed the race was over.

Button was on fire, though, and despite the fact that he was too heavy to jump either triple, he moved into second and began chasing down Lusk. Button capitalized on an error by Lusk, block-passing his way by his teammate, but his lead was short-lived. Button nearly looped out while jumping onto a table jump, shooting off the track and onto the plywood sheeting. He skirted the next jump before rejoining the race in third place, behind Suzuki teammates Lusk and Huffman.

Lusk's worries were not over, as Huffman tried to triple past the leader on lap 11. The attempt was foiled

Ryan Hughes had a smooth and conservative ride to finish third in the 125cc race.

momentarily, but Huffman managed to power by in the long whoop section. Huffman immediately began to establish an advantage on Lusk, eventually winning by approximately four seconds. Button crashed off the track in the same spot where he had experienced his earlier troubles, letting Hughes sneak by for third on lap 14. Button held on for fourth, with Dobb rounding out the top five.

"I wasn't sure if I could catch him (Lusk) or not," said Huffman. "I had some good lines and I think he made a few mistakes. I think Jimmy helped me reel Ezra in."

"My mechanic told me they were gaining about a second a lap," said Lusk. "I made a few mistakes and started riding conservative. The championship was on my mind, but Damon rode really good, and he did what it takes. I rode intelligent and got the points I needed, so I'm happy."

"I'm not too happy," said Hughes. "I didn't ride too good. I can't take anything away from the guys who beat me; they rode good and didn't make any mistakes. I rode tight all night. I just have to come back next week." CN

Hubert H. Humphrey Metrodome
Minneapolis, Minnesota
Results: April 16, 1994 (Round 11 of 15)

250 HEAT 1 (20 riders, 8 laps, top 4 transfer): 1. Brian Swink (Suz); 2. Steve Lamson (Hon); 3. Michael Craig (Yam); 4. Mike LaRocco (Kaw); 5. Mike Kiedrowski (Kaw); 6. Jeff Matiasevich (Yam); 7. Larry Brooks (Yam); 8. Kyle Lewis (Yam); 9. Gene Naumec (Yam); 10. Travis Hodges (Kaw); 11. Dag Boyesen (Yam); 12. Mark Morris (Yam); 13. Todd Downs (Hon); 14. Mike Treadwell (Hon); 15. Tracy Bachman (Suz); 16. Eron Ezerins (Kaw); 17. Jeff Hedden (Hon); 18. Robert Palmer (Suz); 19. Jeffrey Colbert (Hon); 20. Doug Stone (Kaw).
Time: 7 minutes, 21.05 seconds.

250 HEAT 2 (20 riders, 8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Doug Henry (Hon); 4. Jeff Stanton (Hon); 5. Denny Stephenson (Suz); 6. Cliff Palmer (KTM); 7. Erik Kehoe (Hon); 8. Buddy Antunez (Kaw); 9. Larry Ward (Yam); 10. Travis Blackburn (Kaw); 11. Todd DeHoop (Hon); 12. Carl Hansen (Hon); 13. Brandon Lacey (Kaw); 14. Jason Kempel (Yam); 15. Ryuichi Yamada (Suz); 16. David Niemi (Hon); 17. Eriks Ezenins (Kaw); 18. Chad Clendenen (Suz); 19. Ted Horbaty (Hon); 20. James Eickel (Hon).
Time: 7:23.20.

250 SEMI 1 (16 riders, 6 laps, top 5 transfer): 1. Jeff Matiasevich (Yam); 2. Mike Kiedrowski (Kaw); 3. Kyle Lewis (Yam); 4. Larry Brooks (Yam); 5. Gene Naumec (Yam); 6. Dag Boyesen (Yam); 7. Mike Treadwell (Hon); 8. Doug Stone (Kaw); 9. Travis Hodges (Kaw); 10. Mark Morris (Yam); 11. Todd Downs (Hon); 12. Jeff Hedden (Hon); 13. Eron Ezerins (Kaw); 14. Tracy Bachman (Suz); 15. Robert Palmer (Suz); 16. Jeffrey Colbert (Hon).
Time: 5:34.34.

250 SEMI 2 (16 riders, 6 laps, top 5 transfer): 1. Cliff Palmer (KTM); 2. Denny Stephenson (Suz); 3. Larry Ward (Yam); 4. Erik Kehoe (Hon); 5. Todd DeHoop (Hon); 6. Travis Blackburn (Kaw); 7. James Eickel (Hon); 8. Brandon Lacey (Kaw); 9. Ruyichi Yamada (Suz); 10. Carl Hansen (Hon); 11. David Niemi (Hon); 12. Chad Clendenen (Suz); 13. Eriks Ezenins (Kaw); 14. Ted Horbaty (Hon); 15. Buddy Antunez (Kaw); 16. Jason Kempel (Yam).
Time: 5:48.20.

250 LCQ (22 riders, 6 laps, top 2 transfer): 1. James Eickel (Hon); 2. Dag Boyesen (Yam); 3. Travis Hodges (Kaw); 4. Mike Treadwell (Hon); 5. Travis Blackburn (Kaw); 6. Doug Stone (Kaw); 7. Brandon Lacey (Kaw); 8. Todd Downs (Hon); 9. Carl Hansen (Hon); 10. Eron Ezerins (Kaw); 11. Ryuichi Yamada (Suz); 12. Mark Morris (Yam); 13. Tracy Bachman (Suz); 14. Eriks Ezenins (Kaw); 15. Ted Horbaty (Hon); 16. David Niemi (Hon); 17. Jeff Hedden (Hon); 18. Chad Clendenen (Suz); 19. Robert Palmer (Suz); 20. Buddy Antunez (Kaw); 21. Jeffrey Colbert (Hon); 22. Jason Kempel (Yam).
Time: 5:54.05.

250 MAIN (20 riders, 20 laps): 1. Jeremy McGrath (Hon); 2. Michael Craig (Yam); 3. Mike Kiedrowski (Kaw); 4. Doug Henry (Hon); 5. Mike LaRocco (Kaw); 6. Jeff Stanton (Hon); 7. Larry Ward (Yam); 8. Brian Swink (Suz); 9. Jeff Matiasevich (Yam); 10. Cliff Palmer (KTM); 11. Steve Lamson (Hon); 12. Denny Stephenson (Suz); 13. Larry Brooks (Yam); 14. Kyle Lewis (Yam); 15. Erik Kehoe (Hon); 16. Todd DeHoop (Hon); 17. Jeff Emig (Yam); 18. Dag Boyesen (Yam); 19. Gene Naumec (Yam); 20. James Eickel (Hon).
Time: 18:34.52.

AMA CAMEL SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS: 1. Jeremy McGrath (248/8 wins); 2. Mike Kiedrowski (195/1); 3. Mike LaRocco (193/1); 4. Jeff Stanton (174); 5. Michael Craig (163/1); 6. Jeff Emig (160); 7. Steve Lamson (149); 8. Doug Henry (146); 9. Larry Ward (143); 10. Brian Swink (137); 11. Jeff Matiasevich (106); 12. Cliff Palmer (84); 13. Larry Brooks (53); 14. Damon Huffman (52); 15. Denny Stephenson (51); 16. (TIE) Ryan Hughes/Erik Kehoe (49); 18. Kyle Lewis (46); 19. Doug Dubach (36); 20. Buddy Antunez (33); 21. Jeromy Buehl (31); 22. Todd DeHoop (30); 23. Dag Boyesen (16); 24. Shaun Kalos (14); 25. Rich Taylor (10); 26. (TIE) Ronald Lechien/Travis Blackburn (8); 28. (TIE) Mike Chamberlain/Jeff Curry (7); 30. Kohji Ohkawara (4); 31. (TIE) Michael Jones/Gene Naumec/Keith Johnson/Kevin Crine (3); 35. (TIE) Jimmy Gaddis/Grayson Goodman/Kenny Yoho/Phil Lawrence (2); 39. (TIE) James Eickel/Todd Downs (1).

125 HEAT 1 (20 riders, 6 laps, top 9 transfer): 1. Ezra Lusk (Suz); 2. Robbie Reynard (Kaw); 3. Jimmy Button (Suz); 4. Jeff Dement (Yam); 5. John Dowd (Yam); 6. Tim Ferry (Hon); 7. Tony Amaradio (Kaw); 8. Chad Pederson (Yam); 9. Mike Brown (Hon); 10. Jeff Curry (Kaw); 11. Jim Neese (Kaw); 12. Tony Graves (Hon); 13. Kevin Crine (Hon); 14. Doug Stone (Kaw); 15. Mike Treadwell (Hon); 16. Mark Morris (Yam); 17. Joel Dengler (Hon); 18. Lowell Moural (Hon); 19. Nathan Ramsey (Yam); 20. Josh Wagner (Yam).
Time: 5:44.54.

125 HEAT 2 (20 riders, 6 laps, top 9 transfer): 1. Damon Huffman (Suz); 2. James Dobb (Kaw); 3. Ryan Hughes (Kaw); 4. Craig Decker (Hon); 5. Davey Yezek (Hon); 6. Pedro Gonzalez (Kaw); 7. James Eickel (Hon); 8. Cory Keeney (Kaw); 9. Barry Carsten (Suz); 10. Joshua Latina (Kaw); 11. Max Maximoff (Yam); 12. Donald Upton (Yam); 13. Travis Hodges (Kaw); 14. Tom Clowers (Yam); 15. Axel Holvoet (Yam); 16. Chris Ridgway (Kaw); 17. Adam Bechdel (Kaw); 18. Jason Kempel (Yam); 19. Jim Chester (Yam); 20. Scott Sheak (Yam).
Time: 5:52.44.

125 LCQ (22 riders, 4 laps, top 4 transfer): 1. Jeff Curry (Kaw); 2. Tony Graves (Hon); 3. Tom Clowers (Yam); 4. Kevin Crine (Hon); 5. Josh Latina (Kaw); 6. Doug Stone (Kaw); 7. Mark Morris (Yam); 8. Axel Holvoet (Yam); 9. Lowell Moural (Hon); 10. Scott Sheak (Yam); 11. Joel Dengler (Hon); 12. Jim Chester (Yam); 13. Chris Ridgeway (Kaw); 14. Donald Upton (Yam); 15. Nathan Ramsey (Yam); 16. Jim Neese (Kaw); 17. Max Maximoff (Yam); 18. Adam Bechdel (Kaw); 19. Travis Hodges (Kaw); 20. Mike Treadwell (Hon); 21. Jason Kempel (Yam).
Time: 3:57.42.

125 MAIN (22 riders, 15 laps): 1. Damon Huffman (Suz); 2. Ezra Lusk (Suz); 3. Ryan Hughes (Kaw); 4. Jimmy Button (Suz); 5. James Dobb (Kaw); 6. Chad Pederson (Yam); 7. Tim Ferry (Hon); 8. Jeff Curry (Kaw); 9. Pedro Gonzalez (Kaw); 10. John Dowd (Yam); 11. Davey Yezek (Hon); 12. Robbie Reynard (Kaw); 13. Craig Decker (Hon); 14. Mike Brown (Hon); 15. Jeff Dement (Yam); 16. Kevin Crine (Hon); 17. Barry Carsten (Suz); 18. Tony Amaradio (Kaw); 19. Tom Clowers (Yam); 20. Tony Graves (Hon); 21. Cory Keeney (Kaw); 22. James Eickel (Hon).
Time: 14:10.92.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 9 of 10 rounds): 1. Ezra Lusk (209/5 wins); 2. Jimmy Button (194/2); 3. Tim Ferry (162); 4. Mike Brown (142/1); 5. Chad Pederson (135); 6. Robbie Reynard (119); 7. John Dowd (96); 8. Barry Carsten (81); 9. Davey Yezek (67); 10. Scott Sheak (65); 11. Jeff Dement (62); 12. Jeff Curry (59); 13. Kevin Crine (53); 14. James Eickel (50); 15. Mike Treadwell (35); 16. Jim Neese (29); 17. Chad Lough (24); 18. (TIE) Jim Chester/Nathan Ramsey (21); 20. (TIE) Joshua Latina/Doug DeHaan (20); 22. Greg Rand (19); 23. Tony Amaradio (17); 24. Doug Stone (15); 25. Jeff Yentzer (14); 26. Matt Shue (13); 27. Craig Noack (9); 28. (TIE) Josh Steel/Joel Dengler (6); 30. (TIE) Max Maximoff/Ty Wallace (5); 32. (TIE) Greg Bowen/Mark Morris/Brian Carroll (4); 35. (TIE) Shane Templeton/Bruce Stratton/Jean-Sebastien Roy (2); 38. (TIE) Kevin Walker/Anthony Pocorobba/Steve Herman/David Gaylord (1).

125 WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 4 of 8 rounds): 1. Damon Huffman (92/2 wins); 2. Pedro Gonzalez (69); 3. Ryan Hughes (63); 4. Craig Decker (58); 5. David Pingree (38); 6. James Dobb (36); 7. Tony Graves (29); 8. (TIE) Axel Holvoet/Cory Keeney (24); 10. Mike Metzger (23); 11. Darrin Hoeft (20); 12. (TIE) Jeffery Pestana/Donald Upton (19); 14. (TIE) Ray Crumb/Dan Ulven (11); 16. (TIE) Lowell Moural/Travis Hodges (9); 18. Jason Krempin (7); 19. (TIE) Shawn Morgan/Ty Birdwell (6); 21. Jason McCormick (5); 22. (TIE) Ryan Huffman/Tom Clowers/Steve Andrich (2); 25. Chad Smanjak (1).

Upcoming Rounds:
Round 12 - Irving, Texas, April 23
Round 13 - Seattle, Washington, May 7

Briefly...

Team Suzuki's **Damon Huffman** went back to the works inverted Showa fork that he used up until last week at Pontiac. There he used a conventional Showa works unit while competing in the 250cc class. "I was just kind of trying it out (at Pontiac)," said Huffman, who won the 125cc combined East/West race at Minneapolis. "We haven't tested it on the 125, and I have to worry about points. On the 250 I had nothing to lose." The Suzuki camp was not without its share of trick parts, however, as the RM250 of team rider **Brian Swink** had received several weight-cutting mods. Most notable among them were a hand-welded, multi-sectioned titanium exhaust pipe and a carbon fiber airbox, in addition to the usual array of titanium and aluminum fasteners.

The Minnesota race was the end of a long dry spell for several riders from the **125cc Western Region**. The last round in that series had taken place well over two months ago in San Diego, on February 5. "Isn't Minnesota a little far east for the West Coast riders?" we can hear you asking. Yes, but there are more rounds in the eastern half of the country, so the AMA opted to make the Minnesota round a combined East/West race. The two classes will still have one more showdown, in Irving, Texas, on April 23. East Coast riders will have one more round than those from the West - 10 compared to nine.

Two-time World Motocross Champion and native Minnesotan **Donny Schmit** was on hand at the Twin Cities Supercross, checking out the race action. "We have a two-week break in the (250cc GP) schedule, so I like to come back home to train when I can," said the Chesterfield Yamaha rider, who is currently leading the point standings overseas.

Mechanics are normally faced with long, lonely drives between races, but **Skip Norfolk** should be anything but bored as he makes the trip from Minnesota to Dallas for round 12. Norfolk, tuner for Camel Supercross Champion **Jeremy McGrath**, will be accompanied by MotoWorld 2 commentator and all-around weird guy **Jerry Bernardo** and an ESPN 2 camera crew. Bernardo and friends are taping for an upcoming show.

Princeton Honda/Pro Circuit-backed **James Eickel** had the unusual distinction of placing last in both the 125 and 250cc main events at the Metrodome. The Grove City, Ohio, resident had a busy evening, riding in pre-qualifying in both divisions and advancing to the 250cc feature via a win in the Last Chance Qualifier. Though he dropped out of both mains, simply qualifying in both programs is an achievement in itself. Eickel picked up $1,150 for his efforts.

Team NCY's **Tom Clowers** was back in action for the first time since fracturing his ankle early in the season. Clowers placed 19th in the 125cc main event.

Team SplitFire/Hot Wheels/Kawasaki owner **Mitch Payton** was overheard giving riders **Ryan Hughes**, **James Dobb** and **Pedro Gonzalez** a heated pep talk in the back of the team's fifth-wheeler after the race. With four of nine rounds completed, the Western Region is the only supercross series that is not for all intents and purposes already decided, though Team Suzuki's **Damon Huffman** is doing his best to resolve that as well. He currently leads Gonzalez by 23 points, 92-69, with Hughes another six back with 63. The Western Region has been won by Payton's Pro Circuit teams since their formation three years ago.

While there is little doubt that he will win his second Camel Supercross title this year, **Jeremy McGrath** has not yet officially clinched the crown. With four rounds remaining, he leads **Mike Kiedrowski** by a very comfortable 53 points, 248-195. With that advantage, McGrath could sit out the next two rounds, let Kiedrowski win both, and he'd still have a three-point lead. McGrath will likely clinch the title at round 14 in San Jose. His Minnesota win was his eighth of the year, and moves him into sole possession of fifth place on the all-time supercross win list. **Rick Johnson** is first with 28, **Bob Hannah** has 27, **Jeff Ward** has 20, **Damon Bradshaw** is fourth with 19 and McGrath has 18. Before the Metrodome round, he was tied with **Mark Barnett** and **Jeff Stanton** for fifth place. All this, and McGrath has yet to finish his second full season in the 250cc class.

The Coors Light Silver Bullet award again went unclaimed at Minneapolis, and will roll over to the next round in Dallas. **Brian Swink** set the fast heat time (just over two seconds faster than McGrath), but fell in the main and finished eighth. In Dallas, the prize will be worth $4000. McGrath picked up $5000 of the $35,000 250cc class purse for his win, while $2000 went to 125cc winner **Damon Huffman**.

Kawasaki's **Robbie Reynard** crashed and finished 12th in the 125cc main event, eliminating any chance of winning his bet with his mechanic/dad **Robert Reynard**. Two rounds ago in Indianapolis, the elder Reynard said that if his son failed to win at least two of the last four main events, he would have to wear a dress in the pits. Reynard has yet to win, and there is only one round remaining. "I don't think they'll make me do it," said Reynard.

Three of a kind for Carmichael

Ricky Carmichael roosted his way to three overall championships in Las Vegas.

By Tony Alessi

LAS VEGAS, NV, APR.8-10

While most teenagers spent their Easter vacations chewing on candy and hanging out in the video arcades, 14-year-old Ricky Carmichael had a much more serious agenda. Carmichael traveled across the country from his home in Havana, Florida, to the glittery city of Las Vegas, Nevada, for the 23rd Annual NMA World Mini Grand Prix. Once there, Carmichael proved what he had believed all along - that he was the best minicycle pilot in the world. Carmichael raced his Kawasaki Team Green-backed KX80s to five out of six moto wins, en route to a triple class sweep. The little Floridian topped the 80cc 14-16 year-old Stock and Modified classes, as well as the all-important Super Mini class in which anything goes.

This year's event was once again held at Las Vegas MX Park, which is set in the backdrop of Nellis Air Force Base. Over 12,000 entries filled the race rosters, and the riders, spectators and parents, alike, were entertained by fighter jets performing practice drills throughout the weekend. "This is the largest turnout we've had since 1977," said NMA's Ron Henricksen. "We doubled the number of support sponsors, and this is the first year since 1988 that Honda has been in attendance with their support van." The event also saw healthy support from numerous industry names such as FMF, Wiseco, Endura and Gatorade.

So, just how fast is this Carmichael kid, anyway? Fast enough to ride the wheels off his motorcycle - literally. The scene was played out during the opening Super Mini class moto, while he was enjoying a 13-second lead over second-placed Josh Tarantino of the NCY Yamaha team.

"I cased hard over a big double," said Carmichael. "Then I felt the bike get all wobbly."

"I saw that I was catching him," said Tarantino. "Then when I got close enough, I could see his rear wheel flopping all over the place. I didn't want to get too close in case his wheel exploded, so I waited for the big double to make my move."

With the white flag waving and three turns and a double jump between Carmichael and the finish, all eyes were on the fast-closing Tarantino. As, expected, Carmichael rolled over the big double, while Tarantino flew over his head and on to the win. Carmichael tried one last-ditch effort to retake the lead, but the damage was too great to be undone.

"I was hoping that it would stay together," said Carmichael."

"It was all my fault," said Big Rick, Carmichael's father/mechanic. "I just flat out forgot to tighten the spokes."

Carmichael raced back with a vengeance in the second moto and scored a runaway win over runner-up Brock Sellards. More importantly, however, Carmichael scored the overall win with his 2-1 showing.

"Ricky is really fast," said Sellards. "He goes so fast because he rides every day. Heck, he lives at a motocross track!" Sellards, who recently turned 16, revealed

that he would make the move to the 125cc class by the end of the year.

Running third until the last lap of the moto was first-round winner Tarantino. Like Carmichael's had in the first go-round, Tarantino's luck ran out when his chain snapped with only a few turns to go. Picking up third overall was Noleen Yamaha rider Jerry Aleman, while Lanny Turner and Nick Wey rounded out the top five.

Carmichael was perfect in both the 80cc 12-14 Stock and Modified classes, easliy running away with all four moto wins. Jiri Dostal and Sellards chased Carmichael home in the Stock class, while Tarantino and Sellards rounded out the top three in the Modified division.

With Carmichael finally out of the 12-13-year-old age group, the door was wide open for Jacob Martin, who's been riding in Carmichael's shadow for the past two years. Martin established his dominance from the get-go and easily won three of the four motos in the 80cc 12-13 Stock and Modified classes. But just when it looked as if Martin was on his way to a grand slam in the final Modified class moto, tragedy struck the Oklahoma speedster.

"I was sliding through this turn and a rock caught my rear wheel," said Martin. "The next thing I knew, I was standing up, dazed, and couldn't find my bike."

Martin's bike was very bent, and his nose was bloodied, so the Suzuki rider opted to retire for the day.

Billy Payne inherited the lead when Martin crashed and raced home with the moto and overall wins. Justin Buckelew, Nick Wey, Brett Arcine and Aleman rounded out the top five.

Some of the weekend's best racing was provided by the youngest racers - namely the 80cc 0-11-year-old class racers. Travis Pastrana dominated the first Stock Division 1 moto after an early-race pass on Johnny Marley. Pastrana rode flawlessly and opened up a huge lead as he styled over the jumps. Marley rode cautiously early in the race, but by the mid-point was jumping all of the obstacles and began to close in on Pastrana.

"I was a little scared because it was so windy, but I got comfortable later and started to jump the doubles," said Marley. In the end, Pastrana held on for the win, but Marley was close behind in second.

Pastrana smoked away with a convincing win in moto two, crossing the finish line with a healthy 35-second lead over second-placed Marley, who was forced to overcome a poor start. Daniel Blair was third.

In the Stock Division 2 class, Bobby Bonds raced away with the win in the opening moto over Sean Hamblin, but crashed hard on the last lap of moto two while in the lead. Bonds cased hard on a double jump and crashed, breaking his pinky finger in the process. Hamblin went on to score the moto and overall wins, while Bonds remounted in time to salvage second. Dusty Fountain put in a solid ride for third, followed by Adam Burris and Shane Bess.

The final 80cc 0-11 Stock class run-off would pit the top 15 riders from each division against each other. Each rider carried his individual division score forward, and the single run-off would serve as the tie breaker in the event of matching scores.

When the gate dropped it was the Yamahas of Marley and Hamblin jetting into the lead, while Pastrana sat in third. Within one lap, Pastrana moved into second and set after Marley. The battle that ensued would be the best of the weekend, as Pastrana dogged Marley over every inch of the track. But when the checkered flag waved, it was Marley who held on for the win by the narrowest of margins.

"I tried to take him on the inside before the finish line, but I ran out of room," said Pastrana. "He was riding great. I was faster in the turns, but Johnny made it up on the straights and over the big doubles. I think that was the fastest he ever rode."

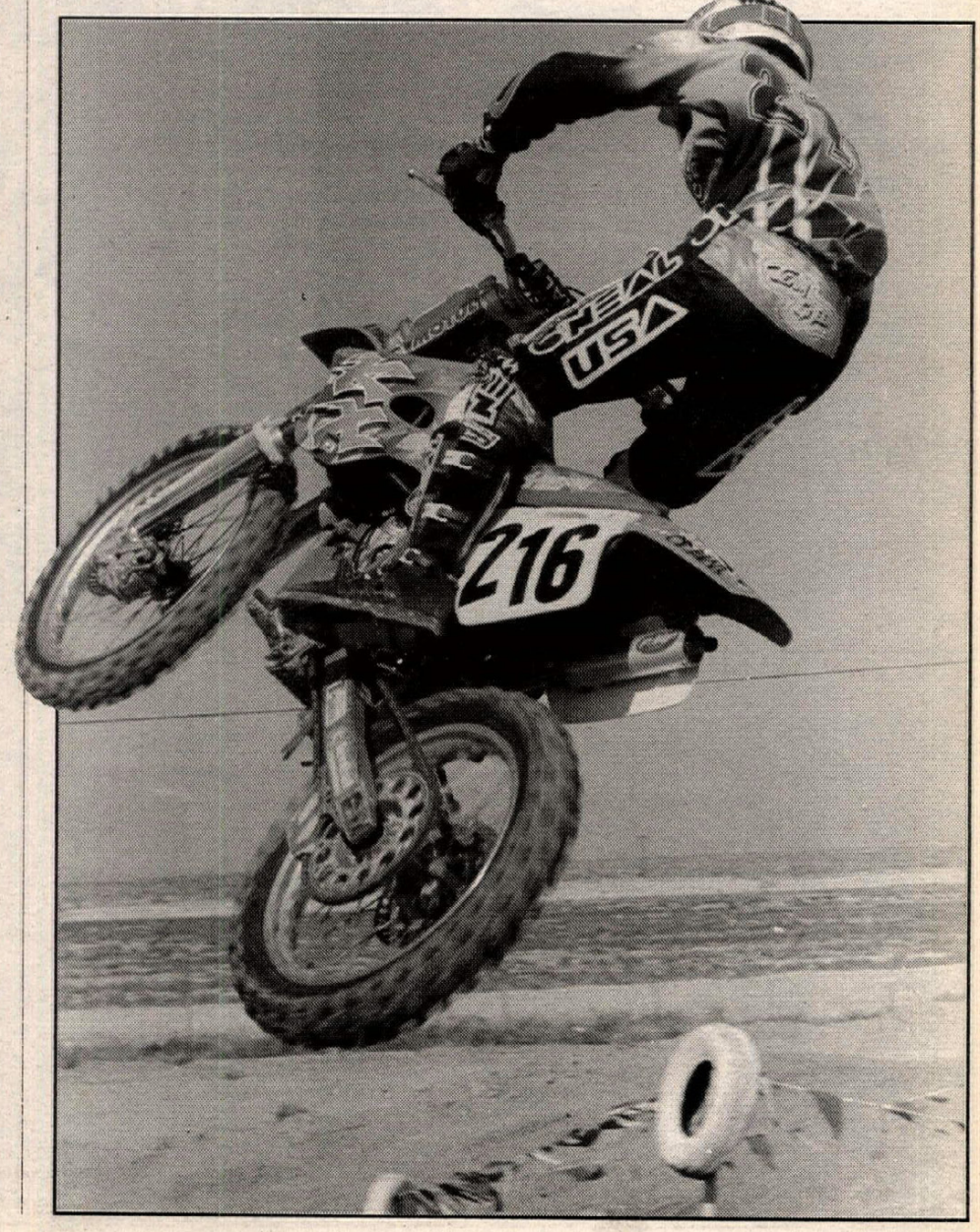
"I have to thank Gary Jones and the Noleen team," said Marley. "They deserve the credit."

Finishing third was Sean Hamblin, while Bonds and Canadian Russell Frazier rounded out the top five.

Pastrana rebounded for the win in the 80cc 0-11 Modified class by posting 3-1 moto scores. Pastrana was the victim of a first-turn pileup in the first moto, but successfully charged back to third behind winner Marley and runner-up Bonds.

The second moto saw Pastrana grab the holeshot and run away with a wire-to-wire win. Marley was slowed when he hit a parent who was on the track picking up a fallen rider, then fell again a lap later, handing second to Blair. Bonds crashed back to fourth after having a close encounter with Marley, while Hamblin completed the top five.

(Above) Bobby Bonds topped the 60cc 6-11 year-old Modified class, and was a front-runner in the 80cc classes as well. (Below) This is the view that Jeff Willoh gave his Intermediate class competitors. Willoh topped the 125 and 250cc Stock Intermediate classes.



NMA World Mini Grand Prix

Shaun Perolio won the opening 125cc Stock Intermediate Division 1 moto after passing early race leader Ryan Clark. Perolio made his move with a picture-perfect block pass.

"I got tired of waiting for him to fall," said Perolio, "so I dove under him in this turn where he was taking his time."

From that point on, Perolio was uncontested for the moto win. Clark seemed to lose concentration after being passed, and crashed three times before the race was over. Travis Preston worked up from a mid-pack start to finish second.

"I was having a hard time with the bike bogging and it hurt my concentration," said Preston.

Billy Akers holeshot the second moto and never looked back. Akers rode uncontested for the eventual win, while Perolio moved into second after suffering a lousy start.

Home-town favorite Jason Partridge enjoyed an uncontested win in the Division 2 opening moto. "Everyone is saying that I have the home track advantage," said the Las Vegas resident, "but I have only raced here twice since last year."

Jeff Willoh spent much of the race working up from a less-than-pleasing start, but found himself second at the race's end. Chris Wheeler and Robbie Horton were third and fourth.

Pat McMullen holeshot the second race and led for a lap before crashing and handing the lead to Willoh. Horton chased Willoh throughout the remainder of the race, but crashed on the last lap when he cased on a big double. Eric Vallejo picked up second and held off Erick Schnell to the finish. First-moto winner Partridge was a no-show, as he broke his arm crashing in a 250cc class race. Wheeler was also absent, due to injuries.

By the time the 125cc Stock Intermediate run-off rolled to the starting gate, many of the top contenders were either out with injuries, or riding in pain. Willoh, for example, raced with a concussion and a bruised neck after he crashed while leading the 250cc Intermediate class into the first turn. The 40 riders plowed into the fallen rider, turning him into a ball of dough.

But when the starting gate dropped for the 125cc final, Willoh put the pain out of his mind and raced away with an immediate lead that would not be contested. Willoh rode flawlessly and scored an easy win. Perolio suffered a mechanical failure, while Horton crashed out of contention.

Willoh backed up his win with another in the 250cc Stock Intermediate class.

This year's event saw the introduction of an all-new Pee Wee class, one for less-experienced riders between the ages of three and six years old. "It helps keep more of a balance," said Henricksen. "The new class helped attract more riders this year - we had over 40 riders in the new class."

The opening moto saw an early battle develop between Jesse Bowler, Chris Blose and Mike Alessi. Bowler eventually broke free of Blose and settled into a nice lead. Alessi held on to third, while Ryan Roybal and Boris Cantu rounded out the top five.

Moto two saw Bowler and Blose pull away, waging a personal war for the moto and overall wins. Bowler was a bit more agressive, and took the checkered flag first. Chris Ehnat finsihed third, while Cantu, Ricky Hemme and Alessi batled over fourth. Cantu got the nod at the finish. CN

(Above) Travis Pastrana (199) and Johnny Marley (90) battled tooth-and-nail in the 80cc 0-11 year-old classes. (Right) Justin Munyon (211) and eventual winner Kyle Partridge (44) led the 50cc Stock 7-8 year-old class through turn one. (Below) Jonathan Shimp (100) led the start of a 60cc class moto. Bobby Bonds (129) and Ryan Morris (16) gave chase.

Las Vegas MX Park
Las Vegas, Nevada
Results: April 8-10, 1994

P/W STK (0-6): 1. Jesse Bowler (Yam); 2. Chris Blose (Yam); 3. Craig Ehnat (Yam); 4. Boris Cantu (Yam); 5. Ryan Roybal (Yam).

P/W STK (7-8): 1. Kyle Partridge (Yam); 2. Sean Collier (Yam); 3. James Stewart (Yam); 4. Nick Adams (Itj); 5. Logan Williams (Yam).

P/W MOD: 1. Nick Adams (Yam); 2. Kyle Partridge (Yam); 3. Sean Collier (Yam); 4. Anthony Houser; 5. Ronnie Gamble (Yam).

JR CYCLE STK (6-8): 1. Jimmy Nelson (Kaw); 2. Kyle Partridge (Kaw); 3. Nick Adams (Kaw); 4. Keenan Hibbard (Kaw); 5. Logan Williams (Kaw).

JR CYCLE STK (9-11): 1. Mike Blose (Kaw); 2. Dylan Lord (Kaw); 3. Shane Bess (Kaw); 4. Chris Tocco (Kaw); 5. Dusty Fountain (Kaw).

JR CYCLE MOD (6-11): 1. Bobby Bonds (Kaw); 2. Jonathan Shimp (Kaw); 3. Ryan Morais (Kaw); 4. Chris Tocco (Kaw); 5. Dusty Fountain (Kaw).

80 STK BEG (12-16): 1. Jason Webb (Suz); 2. Michael Newnham (Hon); 3. Danny Ornelas (Suz); 4. John Sanders (Suz); 5. Kurt Long (Hon).

80 STK (0-11): 1. Johnny Marley (Yam); 2. Travis Pastrana (Suz); 3. Sean Hamblin (Yam); 4. Bobby Bonds (Kaw); 5. Russell Fraser (Suz).

80 MOD (0-11): 1. Travis Pastrana (Suz); 2. Johnny Marley (Yam); 3. Bobby Bonds (Kaw); 4. Daniel Blair (Suz); 5. Sean Hamblin (Yam).

80 STK (12-13): 1. Jacob Martin (Suz); 2. Nick Wey (Kaw); 3. Jerry Aleman (Yam); 4. Monte Montague (Hon); 5. Billy Payne (Kaw).

80 MOD (12-13): 1. Billy Payne (Kaw); 2. Justin Buckelew (Yam); 3. Nick Wey (Kaw); 4. Brett Racine (Kaw); 5. Jerry Aleman (Yam).

80 STK (14-16): 1. Ricky Carmichael (Kaw); 2. Jiri Dostal (Suz); 3. Brock Sellards (Kaw); 4. Jimmy Varis (Suz); 5. Jason Dempsey (Kaw).

S/MINI (0-16): 1. Ricky Carmichael (Kaw); 2. Brock Sellards (Kaw); 3. Jerry Aleman (Yam); 4. Lanny Turner (Suz); 5. Nick Wey (Kaw).

125 STK BEG: 1. Richard Kingham (Kaw); 2. Zane Reif (Hon); 3. Mike Gibson (Hon); 4. Dennis Selby (Kaw); 5. Shawn Ireland (Suz).

125 MOD BEG: 1. Richard Kingham (Kaw); 2. Travis Murphy (Hon); 3. Zane Reif (Hon); 4. Keny Terracciano (Hon); 5. Justin Nielsen (Suz).

125 STK NOV: 1. Adam Land (Suz); 2. Glenn Branson (Suz); 3. Jason Wood (Suz); 4. Ben Shank (Kaw); 5. Keith Johnson (Yam).

125 MOD NOV: 1. Adam Land (Suz); 2. Glenn Branson (Suz); 3. Jason Wood (Suz); 4. Ben Shank (Kaw); 5. Keith Johnson (Yam).

125 STK INT: 1. Jeff Willoh (Kaw); 2. Angelo Ingrande (Hon); 3, Eric Graves (Hon); 4. Dennis Kritzer (Hon); 5. Eric Waunch (Hon).

125 MOD INT: 1. Jason Partridge (Kaw); 2. Justin Tiearney (Hon); 3. Robbie Horton (Kaw); 4. Dustin Nelson (Kaw); 5. Cory Bauder (Kaw).

125 OPEN NON PRO: 1. Shaun Perolio (Kaw); 2. Andy Bowyer (Kaw); 3. Robbie Horton (Kaw); 4. Dustin Nelson (Kaw); 5. Cory Bauder (Kaw).

125 STK PRO: 1. Casey Johnson (Kaw); 2. Kevin Windham (Kaw); 3. Spud Walters (Suz); 4. Greg Schnell (Suz); 5. Brian Deegan (Kaw).

125 MOD PRO: 1. Casey Johnson (Kaw); 2. Kevin Windham (Kaw); 3. Joel Albrecht (Yam); 4. Spud Walters (Suz); 5. Derek Natvig (Kaw).

250 STK NOV: 1. Jeremy Giroir (Yam); 2. Brad Schultz (Suz); 3. Eric Martin (Yam); 4. Brett Hutchings (Hon); 5. Matt Styles (Hon).

250 MOD NOV: 1. Jeremy Giroir (Yam); 2. Eric Martin (Yam); 3. Westly Vaughn (Kaw); 4. Brad Schultz (Suz); 5. Matt Styles (Hon).

250 STK INT: 1. Jeff Willoh (Kaw); 2. Shaun Perolio (Kaw); 3. Billy Ayers (Kaw); 4. Dustin Nelson (Kaw); 5. Ryan Leach (Suz).

250 MOD INT: 1. Shaun Perolio (Kaw); 2. Dustin Nelson (Kaw); 3. Billy Akers (Kaw); 4. Tyler King (Yam); 5. Andy Bowyer (Kaw).

250 STK PRO: 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Spud Walters (Suz); 4. Ryan Huffman (Kaw); 5. Brian Deegan (Kaw).

250 MOD PRO: 1. Kevin Windham (Kaw); 2. Spud Walters (Suz); 3. Casey Johnson (Kaw); 4. Joel Albrecht (Yam); 5. Brian Deegan (Kaw).

30+ NON PRO: 1. John Zahrt (Yam); 2. Steve Skellenger (Suz); 3. Gary Yearsley (Yam); 4. Brad Green (Suz); 5. Danny Burnap (Kaw).

80-125 WMN: 1. Dee Wood (Kaw); 2. Kimberly Pravda (Kaw); 3. Jodi Hollow (Suz); 4. Pam Blasingame (Suz); 5. Erin Donnelly (Suz).

AMA U.S. Superbike Championship Series

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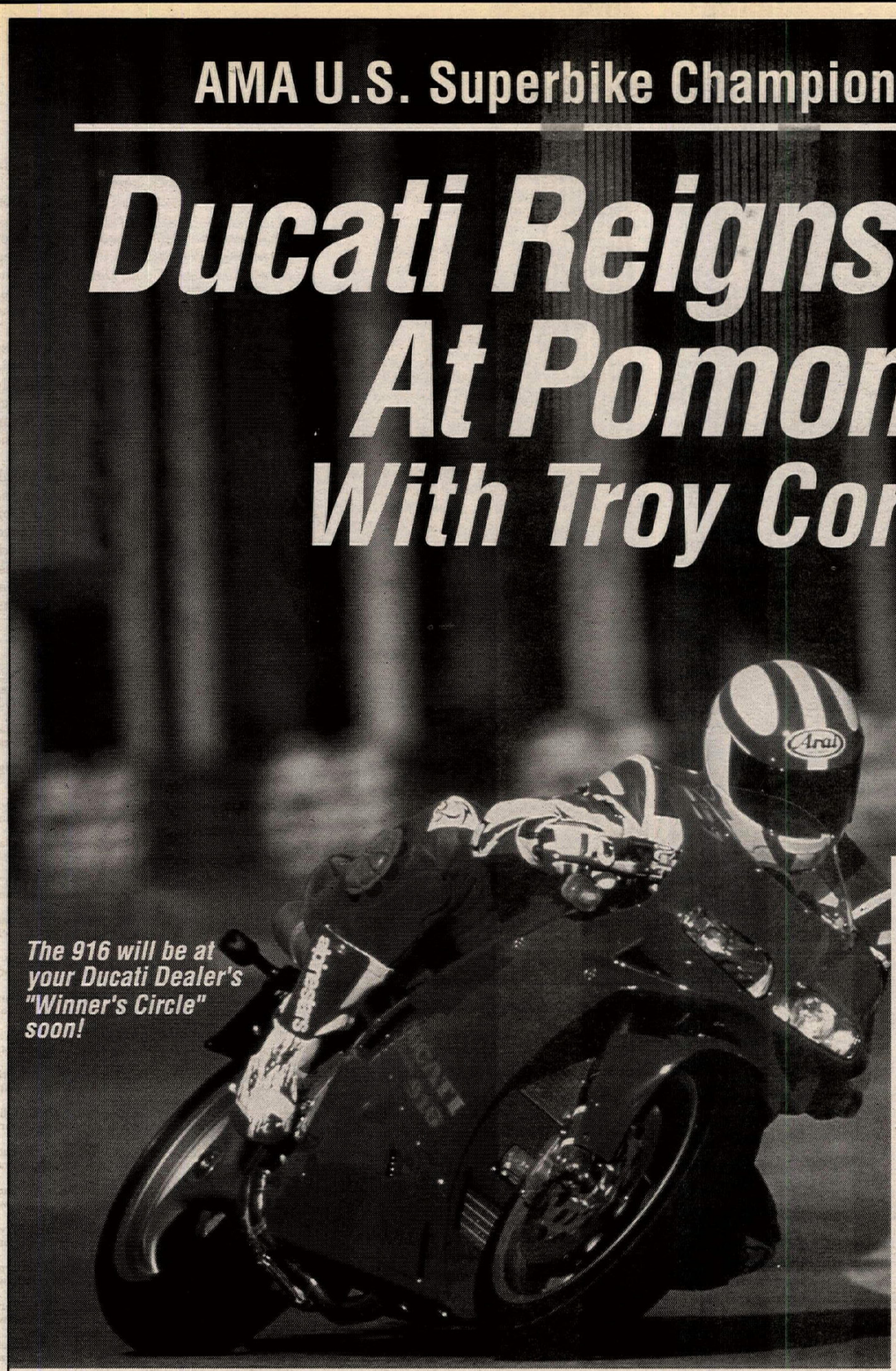

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- 1991 AMA Pro-Twins Champion
- 1991 World Superbike Champion
- 1991 Manufacturers World Champion
- 1992 AMA Pro-Twins Champion
- 1992 World Superbike Champion
- 1992 Manufacturers World Champion
- 1992 European Superbike Champion
- 1993 Paris-Dakar Rally Champion
- 1993 Pharaohs Rally Champion
- 1993 AMA Superbike Champion
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- Round 2 - Phoenix
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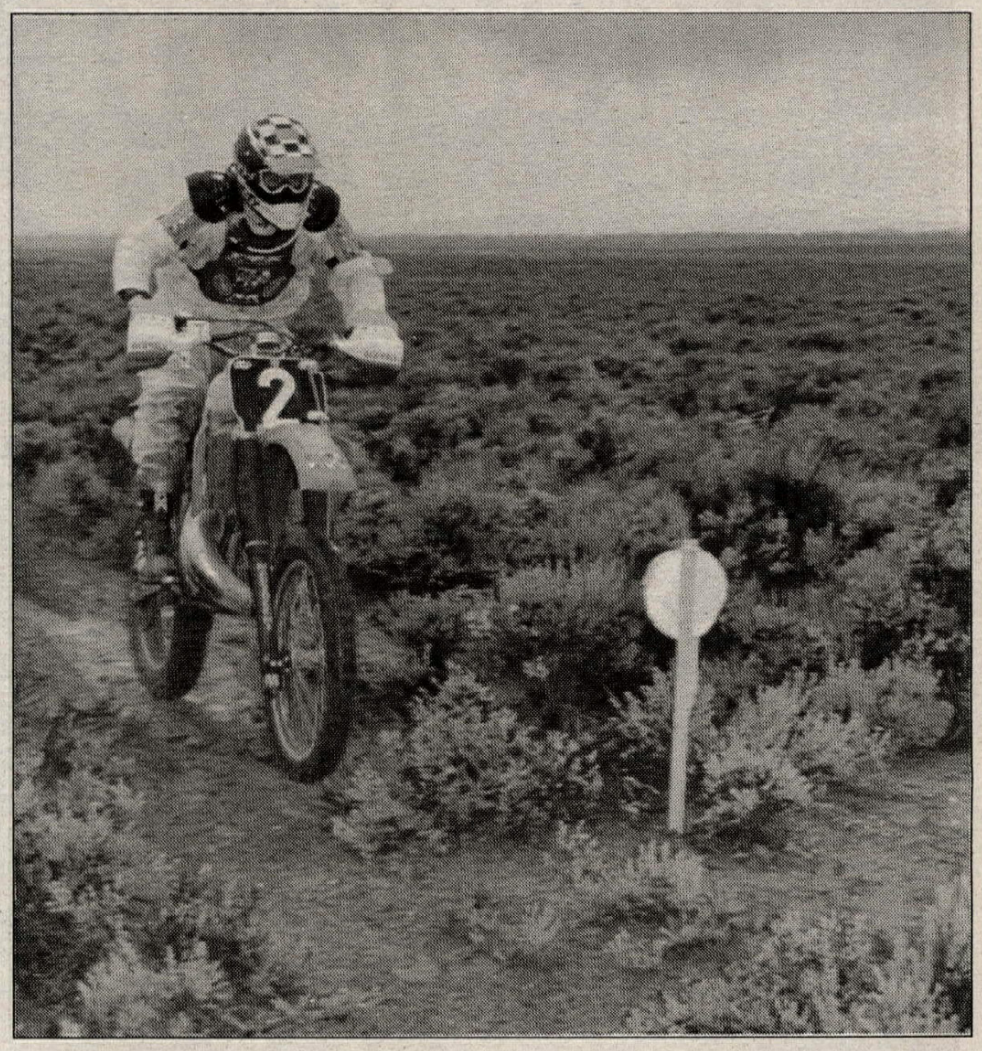
Round 3: Shawn Gerber Memorial

Defending National Hare & Hound Champion Danny Hamel (1) and his Kawasaki Team Green teammate Ty Davis (2) battled back and forth for most of the 66-mile race in Utah before Hamel pulled out to a minute-and-a-half lead at the checkered flag. The two riders have finished 1-2 in all three rounds run thus far.



HAMEL, DAVIS DUKE IT OUT

By Anne Van Beveren
Photos by Tom Van Beveren

JERICHO, UT, APR. 9

For desert racers accustomed to dry, dusty conditions, the continuous rain, slimy mud and near-freezing temperatures that greeted round three of the National Hare & Hound Series came as quite a shock.

A storm over Utah that dumped heavy rain on the race site at the Little Sahara Recreation Area, 100 miles southwest of Salt Lake City, for three days before the event had the racers breaking out their warmest clothes and wrapping themselves in plastic trash bags.

Snow in the higher elevations forced the closure of the 18-mile second loop, cutting the race to only 66 miles, but the saturated, mud-caked riders enjoyed every inch of the unusual terrain.

"What an awesome race," said Danny Hamel, who raced neck 'n neck with Kawasaki teammate Ty Davis almost all the way to the checkered flag. "It rained or snowed or hailed most of the way, and up in the mountains there was no trail - even the ribbon was covered with snow. I had a great time."

After a motocross-tight battle for two hours, Hamel pulled ahead of his race-long rival just in time and the two top racers in this year's series finished as they had in the first two rounds of competition in California, with Kawasaki KX500-mounted Hamel a minute and a half ahead of his likewise-mounted teammate.

The win gives Hamel a three-for-three record in the seven-round series and puts him one step closer to his fourth consecutive National title.

The Sixth Annual Shawn Gerber Memorial Hare & Hound, which is organized by the Sage Riders M.C., drew more than 180 riders to the infamous starting area in the Little Sahara sand dunes.

Bleak gray skies and steady rain prompted a number of local riders to cancel their entries before the race got underway at 11:30 a.m, but out-of-staters were too busy working out the best strategy for tackling the tricky opening section.

"The dunes aren't that big, but there are a lot of drop offs on the other side that you don't know you're going to hit," said Honda CR500 privateer Dan Richardson, who followed Hamel and Davis home to take two third-place finishes in the opening rounds of the series. "I hurt my knee about 100 yards off the start here one year, so I wasn't going to fly off the drop offs like some of these guys."

Hamel got a quick start when the banner dropped for the Expert racers, but, like Richardson, he opted for a cautious approach to the sand dunes that left him trailing Davis as they passed the bomb and picked up the start of the ribboned course.

"Davis basically pulled away through the dunes and when we got to the end of the bomb, I couldn't even see him," said Hamel. "I wanted to take it easy and ride conservatively this morning. I just wanted to get through the sand dunes and survive. It's kind of crazy to go fast through there."

Hamel picked up the pace as soon as the sand ended and at the first road crossing, eight miles into the 38-mile opening loop, he was hard on Davis' heels. Richardson came off the line in third but had slipped back to 12th at the end of the sand, leaving third overall in the hands of KTM-backed Greg Zitterkopf, who was looking for his third series win in the 250cc division.

"I got a good start, and Hamel and I were having a great time through the sand dunes. I passed him, then he would pass me - but then he roosted me so bad it nearly knocked me off my bike," said Zitterkopf. "I've never been roosted that hard; it ruined my goggles."

Colorado's Jim Gray, on a KTM550, put his experience with wet terrain to good use, grabbing fourth in the lineup at the eight-mile mark. Not far behind were Salt Lake City hotshot Dustin Headman, aboard a Husqvarna 360; Paul Krause, on a Kawasaki KX500; Brandon Gerber, piloting a Husqvarna 610 four-stroke; and Donnie Book, on another KX500. While the leaders freight-trained their way cross-country in the steady rain, 125cc hopeful Ed Price was just leaving the start.

"My car got a flat tire. We drove until three in the morning on a little space-saver spare and then had to wait for a tire store to open," said Price. "When I got to the start, everyone was lined up waiting. It looked like I made it on time - but then I saw all the tire tracks. The Experts had already left."

Price wasn't the only racer to get a disappointing start. Bike problems left KTM pilot Jeff Lundgreen racing for the bomb after the banner went up for the Amateur start. KTM 550 pilot Destry Abbott had his work cut out after he missed a first-kick start, and Ed Sorenson lost valuable seconds trying to power his Yamaha off the line in neutral.

The problems didn't stop there. Cold temperatures fogged the racers' goggles, and roosts of thick mud cut visibility to almost zero.

"Hamel ruined my goggles when he roosted me. I needed to take them off but we were only a few miles into the loop, so I waited," said Zitterkopf. "Gray passed me, then Gerber and Krause passed me, so I finally got rid of them. Once I could see, I rode really well."

Muddy goggles caused Scott Morris to cartwheel his way out of the top 10 midway through the first loop.

"I pulled out to pass a guy and caught a rock that I couldn't see through the mud on my goggles," said Morris. "I was in fourth gear wide open and the bike landed on top of me. I had to sit and catch my breath. It knocked the wind out of me pretty good."

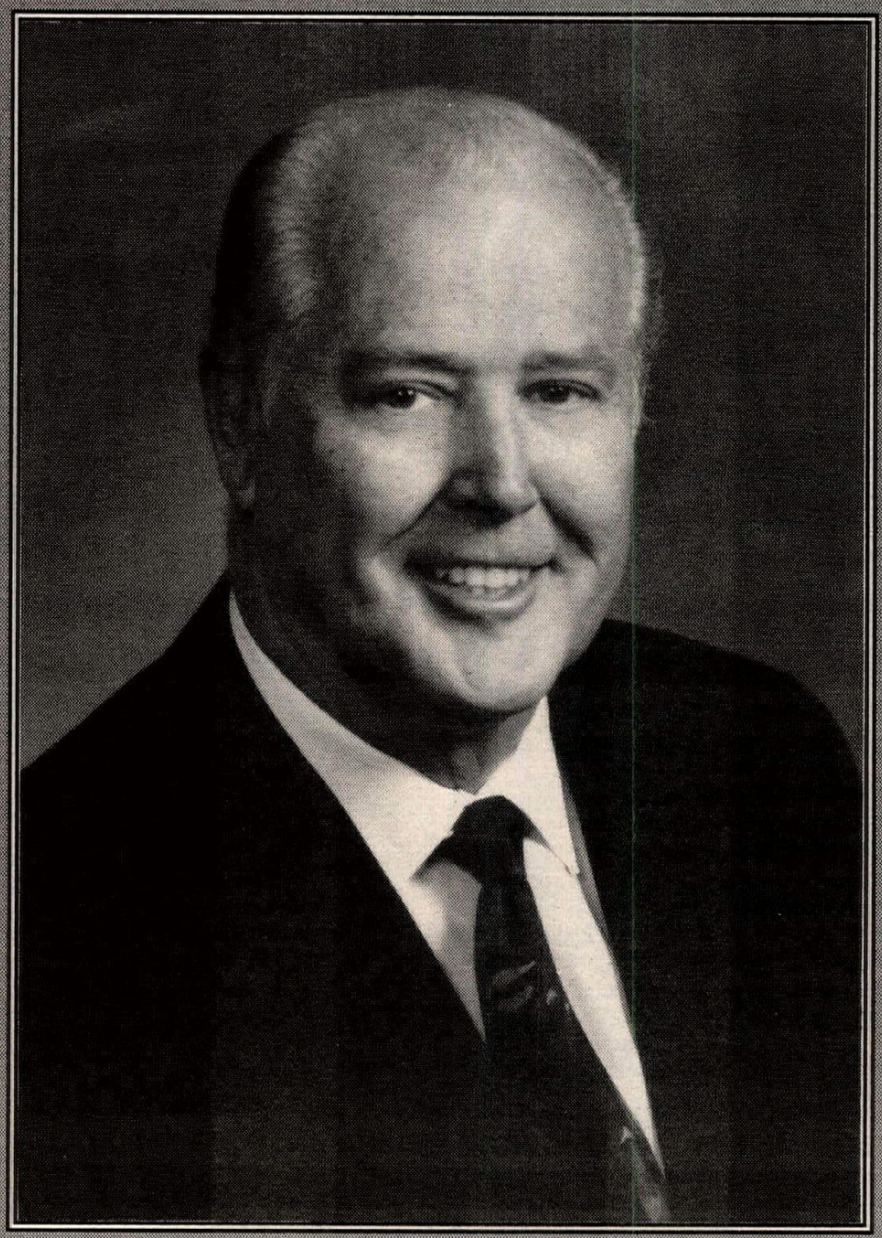
For Steve Pitts, who was battling for the lead in the Over 40 Expert division, the problem was snow-covered goggles.

"It started snowing 20 miles into the first loop and it packed in my goggles. I reached up to clear them and, right there, I caught a rut and went down on my already sore ribs," said Pitts.

But getting rid of fouled goggles brought its own set of problems, as ATK pilot Paul Pitts found just seconds after he abandoned his eye protection.

"As soon as I took my goggles off, I got dirt in my eyes," said Pitts. "I had to

Godspeed Neighbor



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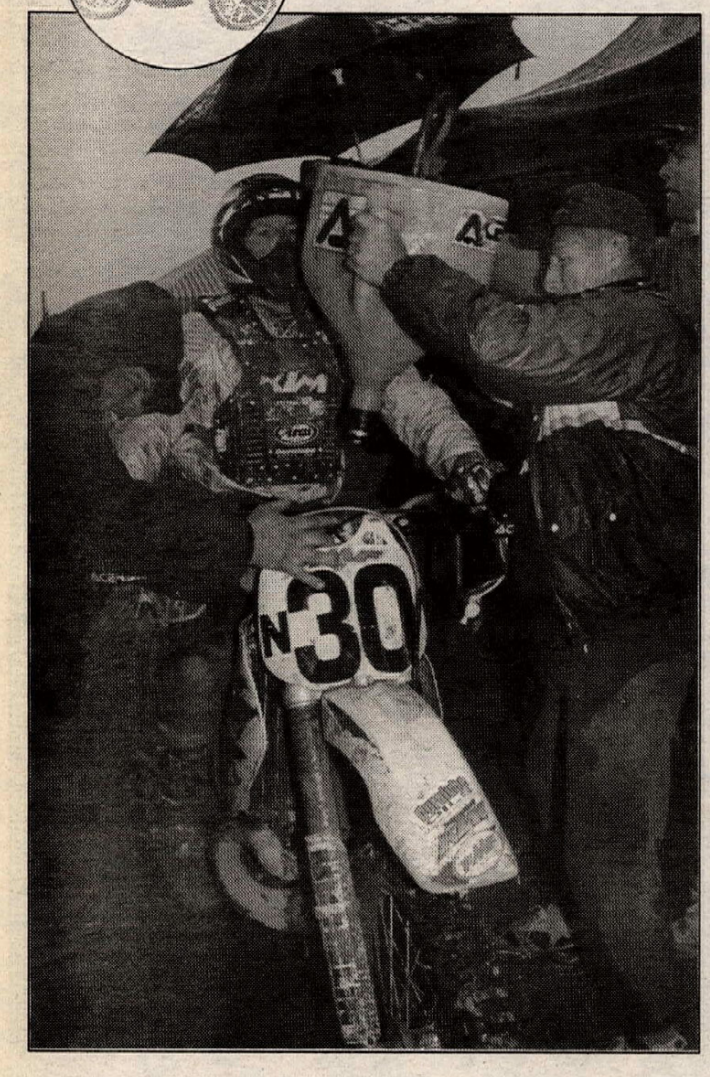
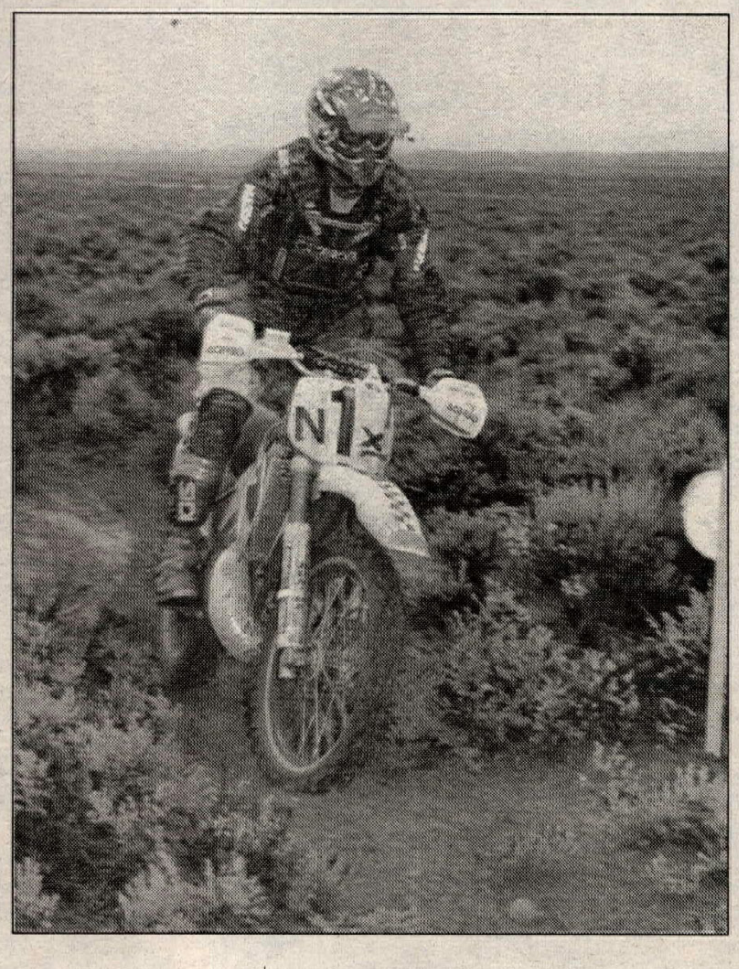
Round 3: Shawn Gerber Memorial



(Left) Destry Abbott stops for a splash of gas between loops. He went on to finish sixth overall. (Below) Greg Zitterkopf finished third overall and, for the third time in a row, topped the 250cc Expert division.



stop and dig it out and that wasted a lot of time."

At the front of the pack, the going was just as tough. Hamel and Davis went back and forth for 20 miles fighting for the lead, dicing in corners and showering each other with mud. Hamel grabbed the lead when he was first to spot the trail heading into a virgin valley, but Davis was back with a vengeance 15 miles from the pits when Hamel stopped to verify that he was still on the course.

"I got confused at the end of the first loop. I saw a sign saying Loop Two and I stopped and went back," said Hamel, who did not know that the sign marked where the abandoned mountain loop merged with the end of the first loop's trail. "I had about 15 seconds on Davis right there. I rode backwards looking and looking - and Davis stopped, too. We finally kept going but that put us right together again."

The back and forth battle resumed and when the racers hit pit row at the end of loop one, Davis was ahead by a mere four seconds.

Hamel made a split-second decision as his pit crew gassed the bike under the shelter of an umbrella, hitting the trail while Davis was still taking on fuel.

"The last loop was only 28 miles and I didn't need a full tank of gas, so we stopped filling it half way and I got out of the pits a bit ahead," said Hamel.

The strategy did not help for long, however.

"He caught up to me after a mile or two and we started all over again - back and forth, back and forth," said Hamel.

Zitterkopf cleared pit row in third, well in the hunt just 42 seconds behind the leaders. Gray was in fourth with Krause, Headman and Abbott following in quick succession.

"The first loop was really good except for some polypropylene liners I was trying under my gloves," said Gray. "My hands kept slipping off the bars and I wrecked four times - but I felt really comfortable in the mud. I'm more used to it than the desert riders."

Jason Kawell's KX250 was in eighth as he headed into his second loop, ahead of Donnie Book, who missed his pit and had to double back down pit row to find it. Sorenson dashed through in 10th after playing catch-up all the way from a slow start, while Gerber, who led the Four-Stroke contenders, cleared the pit in 11th with Richardson hard on his heels.

Gerber's nearest Four-Stroke rival was Jeff Capt, who was back in 23rd and had almost given up hope of a win.

"I got a three-kick start, which left me behind everybody, then, 10 miles out, somebody in front of me laid it down and took me with them," said the Honda XR600R racer. "It took me three or four minutes to get going because I flooded it out. Then I had to reglue my grips because they came off. I figured I wasn't going to catch anybody."

But Capt kept pushing anyway and, halfway through the 28-mile final loop, his persistence paid off.

"I was just riding for a finish, but then I saw Gerber broken down half way through the second loop. Hey, that's racing."

The Over-40 honors fell into Steve Pitts' lap in much the same way, when his neck 'n neck rival, Bill Maxim, hit a tree and snapped off his clutch lever.

"We were really close for a long time," said Pitts. "It was pretty funny. We both had our goggles off and it was like two blind mice out there having a trail ride. Neither of us could see a thing."

Out in front, Hamel wasn't getting any breaks. Davis had fallen off the pace for a mile or two in the early stages of the loop, but a fresh set of goggles put him right back in the hunt.

"I got the wrong goggles in the pits - ones without Roll-Offs," said Davis. "Hamel started roosting me and I said, 'Man, this is going to stink,' but Larry Roeseler saved the day. He was waiting out there with goggles, so I stopped and got Roll-Offs and I went as fast as I could after that."

The going got tougher and tougher as the loop wore on. Hamel and Davis had trouble following the snow-covered course in the higher regions. Zitterkopf went down twice when he slid out in corners, and Italian ISDE ace Davide Trolli collected a rock from another racer that left him with an impressive swelling under his right eye.

Further back in the pack, the amateur racers faced the added challenge of a churned up trail with miles of deep, slick mud.

"The course was really fun up where I was, but I'd hate to be further back in the pack," said Zitterkopf. "One mountain out there had a lot of snow and it was still snowing heavy duty. It was getting a really deep groove and I bet a lot of people behind me had trouble with that section."

As the loop started to draw to a close, the distance between Hamel and Davis widened. , In the last few miles, only a serious problem could have put Hamel's third series win in jeopardy. Zitterkopf continued to hold his own in third, but behind him it was every man for himself in the final stages - a handlebar-to-handlebar battle for the rest of the top 10 spots.

"It was like a two-loop motocross," said Krause, who swapped back and forth with Gray, Abbott, Sorenson and Headman. "With no dust, we were right on each other the whole way. There was some great racing out there today."

But the greatest racing of all was done by Hamel, who crossed the line just after 1:30 p.m., an almost-comfortable minute and a half ahead of Davis.

The Kawasaki Team Green/Thor/Alpinestar/Bieffe/Dunlop/Maxima/Procircuit/Scott/Sprocket Specialists/Braking/Endura/F&L/RK Chain/IMS/Magnum/N Style/Scotts/Back Canteen/MXA-backed racer's victory was greeted by the first break in the race-long rain.

"That was fun - a really awesome race," said Hamel. "Davis and I were so close for so long. We rode side by side for 20 miles in each loop."

For Davis and his Varner/FMF/N Style/Maxima/LR Racing/Answer/Dunlop/Marzocchi-sponsored Kawasaki, the 66-mile journey included a collision with a tree stump, and a stint with no Roll-Offs followed by a stint with broken Roll-Offs.

"The roll-off thing broke five miles from the end - that made it really tough, but other than that, it was great," said Davis. "We were so close I was trying to put my wheel on the inside in the corners."

Zitterkopf, on his USA/Z Racing/Dunlop/O'Neal/FMF/SIDI/Acerbis/EK/Bieffe/100%/IMS/VP Fuels/Smith/Bernardi Helmet Painting-backed KTM, shot home in third to continue his clean sweep of the series' 250cc division, while Jim Gray's KTM 550 crossed the line in fourth.

"This was one of the best hare and hounds I've ever ridden as far as fun goes," said the Colorado racer. "It was the combination of the weather and the trail. Usually in a hare and hound it's wide open, but this one had some really tight trails and I loved the mud."

Krause grabbed fifth in the final lineup, ahead of Abbott's KTM 550, with Ed Sorenson grabbing second 250cc Expert in seventh. Dustin Headman finished an impressive eighth, despite a three-kick start and an off-the-course excursion at the end of loop one, while Dan Richardson's "bunch of little problems" left him in ninth.

Gerber's misfortune handed the Four-Stroke honors to Honda-backed Jeff Capt in 14th overall, and Kerry Lynn topped the Over-30 racers in 15th, just two spots ahead of Vet rival Kevin Bogue.

"The two of us were really close. I got him on the fast roads in the second loop," said Lynn.

Ed Price overcame a night without sleep and a dead-last start to ace the 125cc division in 28th overall, three places ahead of Steven Anderson. Christine Ogren was at the head of the Women's division for the umpteenth time.

Nelson Lucero took his Honda CR250 to the head of the Amateur class, but the happiest Amateur of the day was Mike Burgess, who caught the Amateur class hare and won a new Moto 6 helmet courtesy of ATK and Bell Helmets.

"When it came to giving something away, we thought Danny Hamel didn't need another helmet, so we decided to give it to the top Amateur," said the hare, Frank White of ATK. CN

Sahara Dunes Rec. Area
Jericho, Utah
Results: April 9, 1994 (Round 3 of 7)

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Greg Zitterkopf (KTM); 4. Jim Gray (KTM); 5. Paul Krause (Kaw); 6. Destry Abbott (KTM); 7. Ed Sorenson (Yam); 8. Dustin Headman (Hus); 9. Dan Richardson (Hon); 10. Jason Kawell (Kaw); 11. Davide Trolli (Kaw); 12. Donnie Book (Kaw); 13. Mark Lundgreen (KTM); 14. Jeff Capt (Hon); 15. Kerry Lynn (Kaw);16. Steve Hengeveld (Kaw); 17. Kevin Bogue; 18. Paul Pitts (ATK); 19. Jeff Lundgreen (KTM); 20. Rocky Long; 21. Brad Christensen; 22. Jared Busby; 23. Vince Lucero; 24. Jeff Kelly; 25. Kurt Heinz (Kaw).

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Jim Gray (KTM).

250 EX: 1. Greg Zitterkopf (KTM); 2. Destry Abbott (KTM); 3. Ed Sorenson (Yam).

125 EX: 1. Ed Price (KTM); 2. Steven Anderson (Hus); 3. Brook Finlinson.

4/STK EX: 1. Jeff Capt (Hon);

30+ EX: 1. Kerry Lynn (Kaw); 2. Kevin Bogue; 3. Morrill Griffith.

40+ EX: 1. Steve Pitts (ATK); 2. Randy Lindsey (Yam); 3. John Kunadson.

OPEN AM: 1. Eric Erickson; 2. Neil Horton; 3. Chris Sacket.

250 AM: 1. Nelson Lucero (Hon); 2. Kaylen Sperry (Yam).

30+ AM: 1. Scott May; 2. Dale Flint.

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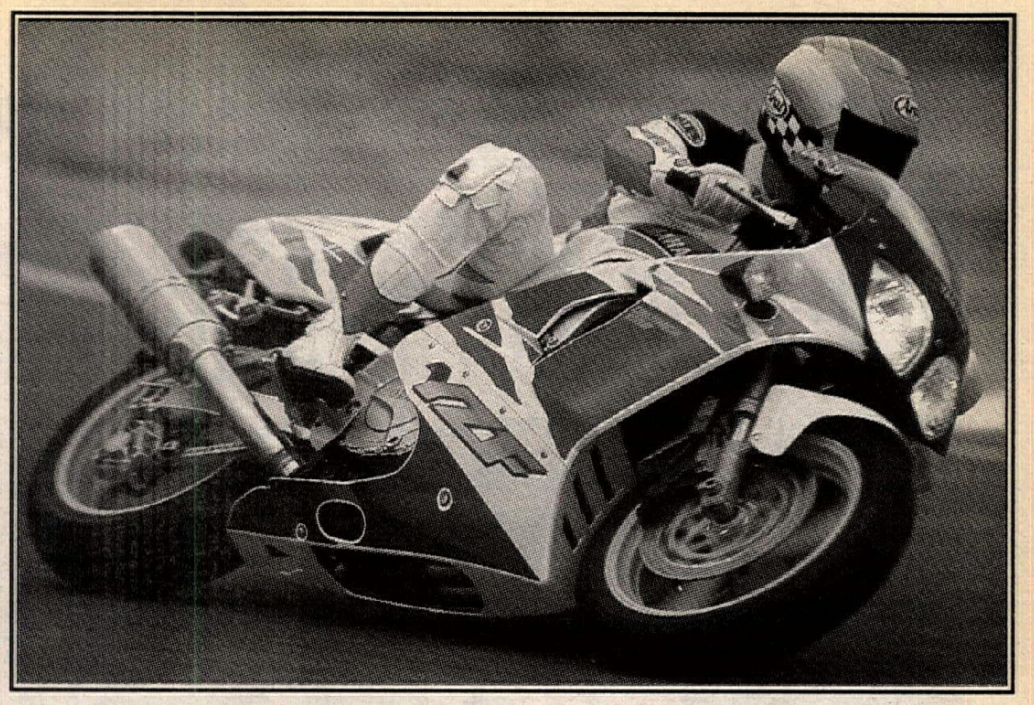

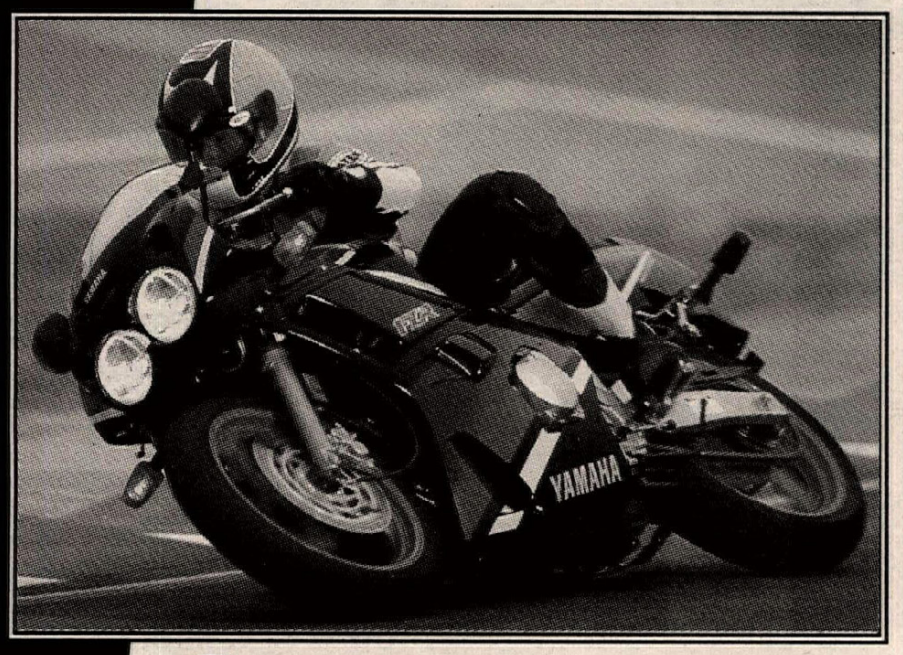

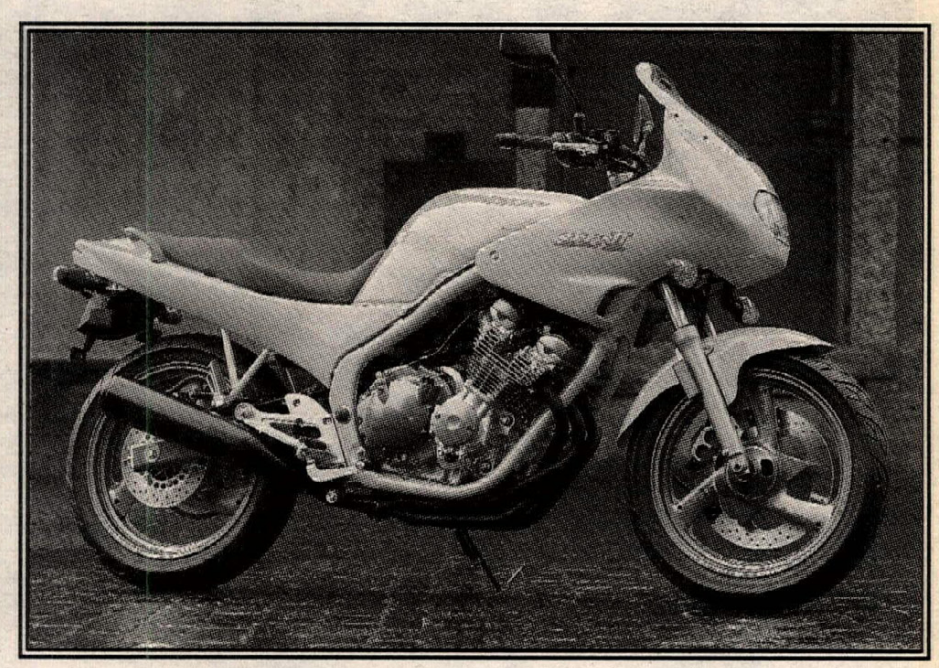

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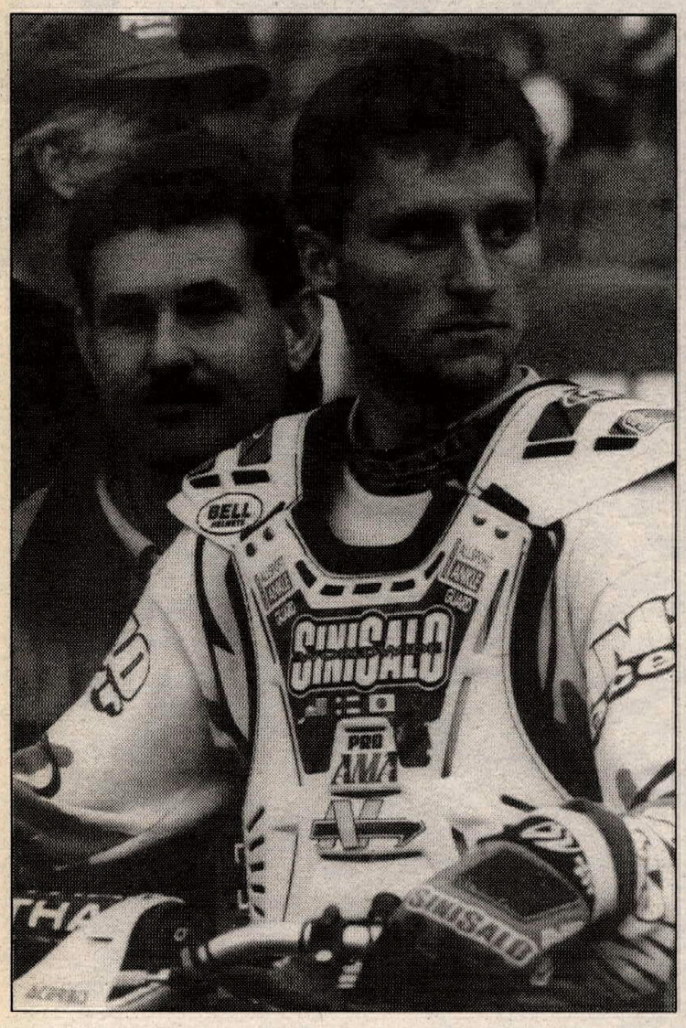
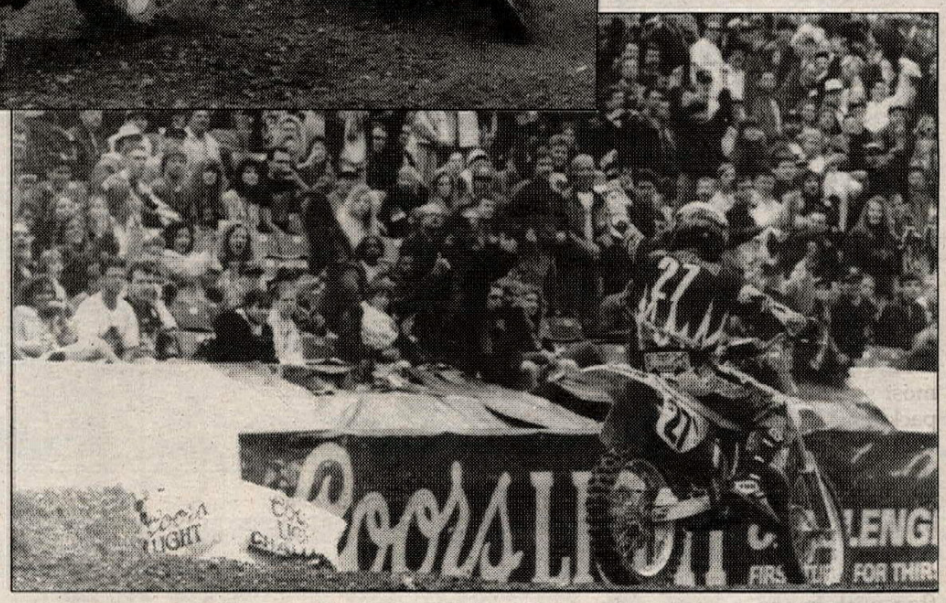
Brown adds finishing touch with Pan Pacific win



(Left) Team Noleen's Larry Brooks (31) and Denny Stephenson (27) had the dice of the weekend, perhaps the year. The two riders traded the lead back and forth many times in the 250cc All-Star Challenge. In the last turn, Brooks fell while leading and Stephenson scored the hard-fought win.
(Below) The Silverdome crowd, estimated at 25,000, gave winner Denny Stephenson a standing ovation. It was Stephenson's first podium finish in three years.



(Far left) Privateer Mike Brown had a weekend at the Pontiac Silverdome he won't soon forget. On Saturday night he won his first-ever 125cc Supercross feature, and on Sunday he topped the field in the opening round of the Pan Pacific Supercross Championship.

By Davey Coombs

AUBURN HILLS, MI., APR. 10

The best weekend of privateer Mike Brown's career was capped off with a dominating win in the inaugural AMA/FIM Pan Pacific Supercross Challenge on Sunday afternoon. The event was held in the spacious Pontiac Silverdome approximately 20 miles north of Detroit, Michigan where, less than 24 hours earlier, Brown won the first 125cc AMA Supercross main event of his five-year professional racing career.

"I know I can do it now," said Brown, who is backed by Jim's Motorcycle Sales, Pro-Circuit, Scott, Dunlop and Sinisalo. "Riding a good race last night probably helped out, too, because my confidence is pretty good right now. I know I can win these races."

Brown ran away with the 15-lap Pan Pacific feature event on Sunday afternoon. Brown, riding a Chris Rash-tuned Honda CR125, put another $2500 in his bank account after leading every inch of the way.

American riders occupied the first seven positions against opposition from Australia, New Zealand, Japan, Indonesia, Thailand and India. Honda Of Troy's rising star Craig Decker and Team Boyesen/Yamaha/Penske's John Dowd followed Tennessee's Brown across the finish line at a distance. Team DGY's Chad Pederson and Honda Of Troy's Davey Yezek rounded out the top five in the $15,000 main event.

The top-placing international entry was Australian Honda rider Cameron Taylor, the eighth-place finisher in a field of 10 Americans and 22 riders overall.

After Saturday night's 250cc main event - another Jeremy McGrath runaway - left much lacking for those seeking a close contest, Sunday's 250cc All Star Challenge nearly brought the roof off of the cloth-covered Silverdome. Suzuki pilot Denny Stephenson secured the 20-lap main event win after watching Team Noleen/Sizzler's Larry Brooks make a $1000 mistake by tipping over on the inside of the last corner. Stephenson, who battled past Honda Of Troy riders Erik Kehoe and Todd DeHoop to position himself for a shot at the win, seized the opportunity when Brooks fell just 40 feet from the finish line.

"This is the first time I've even made a podium in three years, let alone won a supercross race," joked a happy Stephenson. "It worked out real strange, too, because I wasn't expecting it at all. Larry and I were battling that whole last lap, passing each other maybe two or three times. He just made a mistake and I was lucky to be right there."

Stephenson collected $3000 for his efforts while the frustrated Brooks had to settle for the $2000 runner-up prize. Although teammate DeHoop faded from contention near the midway point, Kehoe retained a strong third at the finish. Feroce-backed Mike Jones and DeHoop rounded out the top five in the 20-man main event.

For more than a decade the Silverdome hosted a supercross double-header, both rounds counting towards the AMA/Camel Supercross Championship. However, riders felt that the Pontiac weekend was too long and too costly for those who might be injured. So the organizers, with the help of the AMA and the F.I.M., decided to try a new format for this year's visit to central Michigan. With the help of Kayo Corporations Keishi Wada and numerous local dealers, the opening round of the 1994 Pan Pacific Supercross Championship was assigned to the Silverdome. S.R.O. helped pay the cost of the international riders' travel and expenses, along with the general organization of the event.

According to AMA director of racing Roy Janson, "This event is intended to develop alternative programs for regions of the world not traditionally addressed by the F.I.M. We are all hoping to establish more competitive racing outside of Europe and the United States."

The Pan Pacific competition committee is chaired by AMA president Ed Youngblood.

125CC PAN PACIFIC SUPERCROSS

Qualifying for the Pan Pacific 125cc Supercross was confusing, at best. Although every rider in the field rode qualifying heats of six laps, the 12 international riders on hand all transferred directly into the main event regardless of their heat-race finishes. In other words, only the top three American finishers in the heat races would get a transfer to the main event. A finish of fourth or worse meant placement in the Last Chance Qualifier.

Davey Yezek grabbed the holeshot in the first 20-rider heat race followed by Chad Pederson, Brown, and Boyesen/Penske/Yamaha's Scott Sheak. On the second lap, Brown took a high line past Yezek by triple-jumping a long set of ramps on the press-box side of the race track. Brown ended up pulling away for the win, while Yezek held off Pederson for runner-up honors. Among the non-qualifiers were fourth- and fifth-place finishers Jeff Curry and Jim Neese, and New York's Sheak, who crashed on the double jump that led the riders into the first of two triple-jump sets.

California's Craig Decker snapped up the holeshot in the second 125cc heat race ahead of Team RRP/Kayo/Dunlop's Tim Ferry and Yamaha-mounted John Dowd. But just a few moments later, Decker dropped his Honda and allowed Ferry into the lead position. Ferry, a top-five Eastern Regional rider in the current AMA/Camel Supercross standings, held off Western Regional favorite Decker and Dowd for the win.

The top foreign finisher in the heat racing segment of the event was Australia's Peter Melton, who finished eighth in the first group. Belgian transplant Axel Holvoet, while fourth in the second heat, was not a part of the Pacific Rim contingent that got direct transfers. Holvoet went into the Last Chance Qualifier, with 21 American riders, but did make the top four.

The foreign contingent would have been a total of 13, not 12, had New Zealand visitor Damien King not broken his arm in practice. The 18-year-old King, who's older brothers Shayne and Darryl are presently competing in the 500cc World Championship MX Series in Europe, looked like the fastest of the international pilots until his practice accident ruined his first competitive visit to America.

"I was on a double and I got stuck in some ruts when I took off and the bike just bogged," said King, who was to compete aboard a Kawasaki supplied by Rossignol Motor Sports. "I landed right in the face of the next one and felt

the break in my arm right away. I've broken it twice before but this time it looks pretty serious. The doctors here told me I could expect to be out until Christmas."

When the main event field departed the starting gate, Brown exploded from the middle inside with the holeshot and Pederson, Australian Cameron Taylor, Team Green's Jim Neese and Decker were in the early chase positions. Sheak, Yezek and Dowd were next to follow while California's Tony Amaradio had the misfortune of getting knocked down in the first turn.

After four laps Brown was already stretching his lead, using the same thrilling leaps of the two triple-jump sets that he used to leave the pack behind on Saturday night. He had also started lapping foreign competitors, some of whom appeared slightly overwhelmed by the "Big Show" that is American supercross. Pederson and Neese continued to battle for second while Yezek, Decker, Ferry, Sheak and Dowd rode in a line behind them.

North Carolina's Neese fell and gave up his high position near the halfway mark. At the same time, Yezek made a play for second on the long straight to go past Pederson, but Decker triple-jumped over both of them. The Yezek/Ferry battle cost each of them another position when they touched in a corner and allowed Ferry to sweep past both at once.

Ferry fell a lap later in the middle of a rutted-out jump combo and lost about 10 positions before getting back into the race. Dowd replaced him as the man most successfully climbing through the pack, and by the end of the 10th lap he was up to third place. Brown, however, was long gone and Decker was doing a good job of riding fast and consistently in his first-ever visit to the Silverdome.

"The lappers were really bad today," said Brown after taking the checkered flag with room to spare. "They were taking the smooth lines and that made me go out into the rough places too many times. I didn't want to crash, but I had to get by those guys. I guess getting that good start was really important today."

"We just don't have ruts like this in California," admitted Decker, who had to sit out the Saturday night race because he's designated as a Western Regional 125cc competitor. "I felt like I was getting used to it as the day went on, but I had a bad start and didn't get going until towards the end. Maybe if I had a little more time I might have caught Brown, but he had a big lead early."

"I was maybe eighth or 10th on the start, but I just kept working my way through, trying not to get tangled with anyone," said Dowd, a native of Massachusetts. "The track had ruts everywhere, but the jumps were a little more rounded off than they were last night. It was all right for passing."

"It was as tough as I expected," said Melton, the Australian. "The American supercross riders are the toughest in the world. Everyone is very competitive out there and you have to be ready to attack and be attacked." When asked if he would like to have seen the likes of McGrath and Mike LaRocco in this race, Melton answered, "Sure, why not? The more racing we get and the more competition we get, the more it will help us improve. At least then, we would all know where we stand against the very best of the best."

250CC ALL STAR CHALLENGE

The Pan Pacific 125cc race lost the spotlight to a fierce three-way 250cc All-Star Challenge. Stephenson, Brooks, Kehoe and DeHoop all took turns leading the 20-lap main event. Making numerous lead changes, Stephenson and Brooks turned the exciting multi-bike battle into a two-man duel.

Stephenson and Team DGY's Pederson shared the holeshot in the first 250cc heat, but in the third corner Stephenson ended up in a heap with Honda privateer James Eickel. The two riders - along with the nearby Don Stephenson, Denny's mechanic - exchanged words as they were remounting at the back of the pack. A later exchange took place in the pits before tempers cooled.

As Stephenson tried in vain to recover to a qualifying spot of fourth place or better, Pederson rode away with the win, followed by New Mexico's Travis Hodges, Florida privateer Gene Naumec and Honda-mounted Rich Taylor. Stephenson would later make the $20,000 main event line-up by winning his semi.

Heat two was led by supercross veterans Kehoe, Brooks and DeHoop, all of whom transferred directly to the main event. Kehoe ended up winning with room to spare over Brooks and Honda Of Troy teammate DeHoop.

One surprise non-qualifier was Team Noleen/Sizzler's Kyle Lewis, who had the misfortune of being part of early pile-ups in every round of qualifying.

When the 250cc main event erupted from the gate down the long start stretch, Kehoe grabbed the holeshot over everyone, just as he did Saturday night, even though he was using a stock engine and a stock pipe.

"I smashed my Pro Circuit pipe in a rut yesterday and I didn't have another to replace it, so I had to go to the stock one," said Kehoe. "To be honest, I was as excited about holeshotting over all the Yamahas as I was about beating the factory bikes."

Brooks, Pennsylvania's Mike Jones and DeHoop filled out the chase positions as the riders began their 20-lap feature race. Stephenson held fifth ahead of Honda privateer Rich Taylor.

"I was just trying to pace myself at the beginning and keep an eye on everybody," said Stephenson. "I started about eighth or ninth and then just started looking for lines and waiting to see what happened. At one point, Kehoe got around Brooks and looked like he was going to take off, so I really had to get going."

On the third lap, DeHoop rushed up to second and made a perfect outside-in move on Kehoe as they exited the last corner into the starting line area. The two Hondas swapped a little black and red paint in the next corner but neither seemed to be in any real jeopardy of falling.

A short time later Kehoe tried to move in beside DeHoop going through a long, infield stretch of step-up jumps, and then tried a block pass in the following right-hander. However, Kehoe lost his drive exiting the turn and paid the price for his volley by losing second place to a closely following Brooks.

Within a few more laps, Brooks was able to get by DeHoop and take the lead for the first time. It seems that DeHoop was suffering from cramping, and the popular Michigan resident started a slow fade that would land him back in fifth by the checkered flag.

"Todd came out strong those first couple of laps so I settled in behind him to watch his lines," said Kehoe of DeHoop. "He just started making some mistakes and going backwards, pretty much the same thing that happened to me later!"

Brooks' time in the lead didn't last long as Kehoe made an offensive move in front of the main grandstands that brought a roar from the crowd. The veteran Honda rider cut in under Brooks in a banked right-hander and then outjumped the Yamaha down the jump-filled straight that led into the up-down bleacher section.

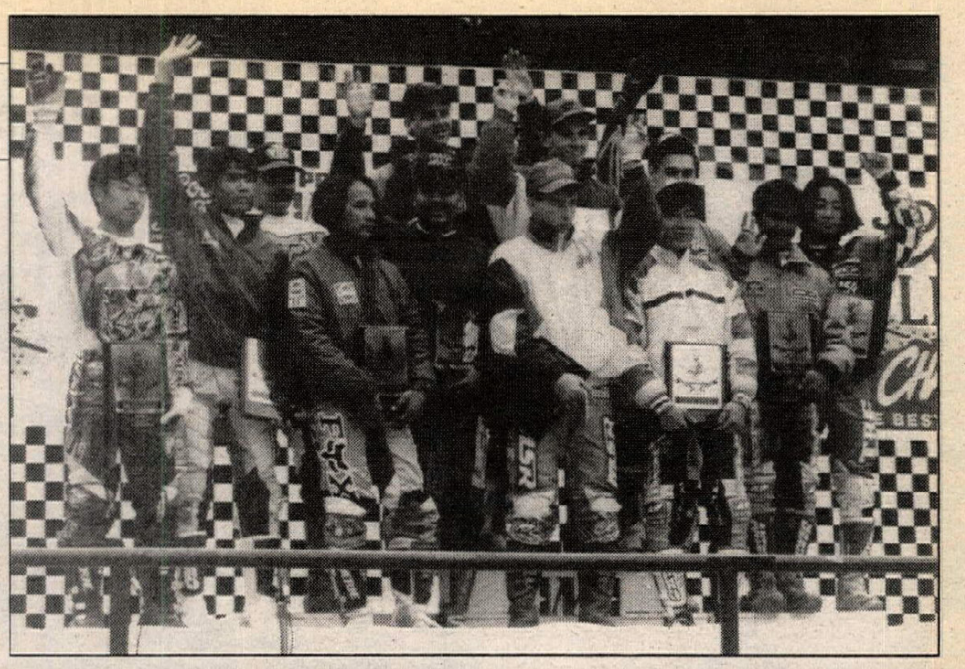
"I was doing great early in the race and right up until about five laps to go," said Kehoe. "But my arms got tense and I sort of died out there. I started making mistakes and I couldn't stay relaxed. I cased a jump, screwed up through the whoops, and that was my turning point."

On the 13th lap Brooks used the same up-down excursion into the grandstands to pass Kehoe back before a long section of washboard whoops. Brooks had a better drive through the obstacles, and his move might have dropped Kehoe's confidence level slightly, as Stephenson also went around the Californian on the same lap.

That set the stage for the frantic late-race battle that saw Brooks and Stephenson jumping side by side on numerous occasions and banging in the turns. It finally came down to the very last corner, a 180-degree switch-back at the end of some rolling whoops. Brooks was on the inside and appeared to have the race in hand, but Stephenson's frantic drive along the outside might have spooked Brooks. He took too much momentum into the tight inside berm and the Noleen Yamaha rider tipped over against the hay bales, momentarily stopping himself and allowing Stephenson to charge past to the checkered flag.

"He had the inside, so I was going to try and slingshot around on the outside," said Stephenson of his original plan. "But then he just went too far inside trying to block me and I was able to just ride around him to the win."

"I came into that last rut and I knew I had the race won," said a frustrated Brooks. "I guess I just over-accelerated more than I should have and I tipped over in the hay bales. It was a good race and I should've won it." Brooks recovered in time to beat Kehoe to the finish line. A consistent Jones had moved around DeHoop for fourth. The rest of the top 10 were Taylor, double-class competitor Pederson, Pennsylvania's Dag Boyesen, Kawasaki-mounted Doug Stone and Princeton Honda pilot James Eickel. CN



(Right) Riders from eight nations bordering the Pacific Ocean competed in the Pan Pacific Supercross, but it was the Americans who dominated. (Below right) As he had done the previous night in the 250cc Camel Supercross feature, Honda of Troy's Erik Kehoe grabbed the holeshot in the 250cc All-Star main event; he went on to finish third.

Pontiac Silverdome
Auburn Hills, Michigan
Results: April 10, 1994 (Round 1 of 7)

125 PAN PACIFIC SX CHAMPIONSHIP: 1. Mike Brown (Hon/USA); 2. Craig Decker (Hon/USA); 3. John Dowd (Yam/USA); 4. Chad Pederson (Yam/USA); 5. Davey Yezek (Hon/USA); 6. Kevin Crine (Hon/USA); 7. Scott Sheak (Yam/USA); 8. Cameron Taylor (Hon/Australia); 9. Jim Neese (Kaw/USA); 10. Peter Melton (Suz/Australia); 11. Tony Armaradio (Kaw/USA); 12. Tim Ferry (Hon/USA); 13. Joshua Coppins (Suz/New Zealand); 14. Yuichiro Kawashima (Hon/Japan); 15. Peter Aldridge (Suz/New Zealand); 16. Kenta Okina (Hon/Japan); 17. Tan Pie An (Yam/Indonesia); 18. Siam Tiancharoenpal (Hon/Thailand); 19. Dwi Sugiharto (Yam/Indonesia); 20. Chanachai Suktauee (Kaw/Thailand); 21. Pratop Bhagwat (Suz/India); 22. Shyam Kothari (Suz/India). Time: 16:31.03.

250 ALL STAR CHALLENGE: 1. Denny Stephenson (Suz); 2. Larry Brooks (Yam); 3. Erik Kehoe (Hon); 4. Mike Jones (Suz); 5. Todd DeHoop (Hon); 6. Rich Taylor (Hon); 7. Chad Pederson (Yam); 8. Dag Boyesen (Yam); 9. Doug Stone (Kaw); 10. James Eickel (Hon); 11. Travis Hodges (Kaw); 12. Mark Morris (Yam); 13. Doug DeHaan (Suz); 14. Axel Holvoet (Yam); 15. Mark Morris (Yam); 16. Gene Naumec (Yam); 17. Dan Jannette (Kaw); 18. Gaylon Dickson (Yam); 19. Mike Katin (Kaw); 20. Mike Treadwell (Hon). Time: 21:37.87.

Round 4: Shasta Dam GP

Smith pulls ahead

Photos by Thomas Zarraonandia

REDDING, CA, APR. 10

At the same event where he had one year earlier collected his first-ever National Hare Scrambles win, Team Suzuki's Rodney Smith earned his third victory of the young '94 season, extending his advantage in the series point standings to a commanding 21 points. Smith has won three of the four races completed thus far, and his teammate, Randy Hawkins, is the only other rider to have won a Hare Scrambles round this season. Hawkins is busy defending his National Enduro title and will not contest the entire series, so Smith is quickly turning what last year was one of the most competitive series around into a benefit.

"This is the second time I've won here at Shasta Dam, so I'm real happy about that," said the Suzuki/Thor/Bieffe/FMF/Alpinestars/Smith/PowerBar/Race Tech/Uni/Bel-Ray/Endura/Motion Pro/Acerbis/Pro Taper/Ceet/Cycle Gear/DeVol/Dunlop/RK/100%/Wiseco/Slavens-sponsored Smith.

Finishing second was Team Mirage's Thomas Norton, mounted on a KX250 and contesting the race for the first time ever. Norton normally campaigns a KX125, but didn't think it would be the hot ticket for the relatively high-speed, 31-mile-per-lap course. "The 125 is usually no problem, but you give up too much time on the fast fire roads," said Norton. "I should have used a 250 at Hollister, too."

Grabbing third was local hot-shoe Ron Naylor, mounted on a big ATK four-stroke. Naylor actually diced for the lead with Smith for much of the race, but was slowed when his header pipe came loose from the engine. He still had a lock on second place, but pulled over just before the finish to let Norton by. Naylor is only competing in selected rounds, and did not want to affect the outcome of the series by finishing between the top two riders in the point standings.

"That was fine with me," said Norton. "Those four extra points might come in handy later in the season."

Rain on Friday left the traditionally fast course in perfect condition for race day, with dust only a factor at the start and on a couple of the dirt roads. The race was three laps in length, which meant most riders would have to stop for gas at least one time.

"I got a decent start, but three miles into the lap four of us piled up," Smith recalled. "I think Eric Mashbir was leading and he slid out; somebody slid into him and I slid into them both. Then someone slid into me. I got up in sixth and had to work my way up."

Smith soon worked his way up to third, while Mashbir and Naylor battled for the lead.

"They were going at it," said Smith. "I finally got around Mashbir and at the end of the first lap, I decided to pit for gas. We'd only have to pit once; I got mine over with early, while Naylor waited for the second lap. Ron began having problems with his header pipe. After Ron pitted, he pulled out behind me for the last lap."

Smith and Naylor stayed close throughout the lap.

"He knows the trails here really good," said Smith of Naylor's precise line-choosing. "I mean there were places I thought I was going exceptionally good, but I'd look and he'd be right behind me."

As they came into the scoring barrels for the last time, it was Smith still leading the way, closely followed by Naylor, who, at the last minute, let Norton by so he could finish second.

Fourth went to Mashbir, followed by Patrick Garrahan and his brother, Brian. David Rhodes, aboard a Kawasaki KX250, finished seventh, while eighth went to motocrosser Scott Myers, who rode the entire lap with a flat tire. Rounding out the top 10 were Jerome Heyburger and Joe Bruce. CN

(Left) Rodney Smith collected his third win of the four-race-old series, padding his points lead. (Below left) Near the finish, Ron Naylor (3) allows Thomas Norton to pass him for second place. Naylor isn't contesting the entire series, and did not want to affect the points chase. (Below) Erik Mashbir rode his Husqvarna 250 to a fourth-place finish.

Shasta Dam GP
Redding, California
Results: April 10, 1994 (Round 4 of 9)

O/A: 1. Rodney Smith (Suz); 2. Thomas Norton (Kaw); 3. Ron Naylor (ATK); 4. Eric Mashbir (Hus); 5. Patrick Garrahan (Kaw); 6. Brian Garrahan (Hon); 7. David Rhodes (Kaw); 8. Scott Myers (Yam); 9. Jerome Heyburger (Hon); 10. Joe Bruce (Suz); 11. Scott McLaughlin (Hon); 12. Curt Wilcox (Hon); 13. Jason Dahners (Hon); 14. Guy Perrett (Hus); 15. Eric McKenna (Hon); 16. Paul Funaro (Hon); 17. Steve Silvestri (Hus); 18. Robert Horton (Kaw); 19. David Lykke (Hon); 20. Matthew Wallace (Yam).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (Best 7 of 9 rides count): 1. Rodney Smith (103/3 wins); 2. Thomas Norton (82); 3. Scott Summers (46); 4. (TIE) Ron Naylor/Eric Mashbir (39); 6. Patrick Garrahan (35); 7. Jason Dahners (32); 8. Randy Hawkins (30/1); 9. Brian Garrahan (28); 10. Scott Plessinger (25).

Upcoming Rounds:
Round 5: Kahoka, Missouri - July 17
Round 6: South Edmeston, New York - July 31

Patrick Garrahan was fifth. Rain two days before the event made dust less of a factor than in past years.

Briefly...

Thomas Norton, a resident of New England, nearly didn't make the Shasta Dam race. "I had pretty much decided to use it as a throw-away ride because it's such a big expense to come all the way out here, but then Summers got hurt at Tennessee and I was in second place in the point standings," said Norton. "I started calling everybody I knew in California, trying to line up a bike, but I wasn't having much luck. I had just about given up when (Moose Racing's) **Pete Denison** called me up out of the blue and says, 'I'd like to talk to you about Redding.' I flew to his place in Colorado, and he set me up with his Bronco, a trailer and a bike. Everything I have here is his; without him I wouldn't be here." Norton's runner-up finish maintained his second position in the point standings.

Former National Hare Scrambles Champion **Scott Plessinger** competed at Redding, but had a race he'd just as soon forget. The KTM rider got off to a decent start, but saw his race end prior to completion of the first lap. According to KTM, a small piece of plastic worked its way into Plessinger's carburetor, causing the float to stick.

Soon after the Redding National, many top riders in the various National off-road series received a letter of warning from AMA director of member activities **Hugh Fleming**. The letter quoted an AMA rule, which states, "...the AMA may suspend any rider for any period up to indefinite suspension for willfully violating any rules...(including) engaging in any unfair practice or action harmful to the sport of motorcycling..." Fleming went on to say, "It is becoming increasingly apparent that overly aggressive riding is the norm rather than the exception at some AMA-sanctioned meets...We cannot and **will not** tolerate deliberate and abusive riding tactics." He closed the letter by saying, "This is an open letter directed to all riders in several types of AMA activities, but if you think it was meant for you, then it probably was!" It is fairly safe to say that the letter was prompted by the recent rise in the amount of physical contact in the Hare Scrambles and Grand National Cross Country Series. The most recent example was a final-lap, final-turn exchange at the Tennessee Hare Scrambles that saw both **Rodney Smith** and **Scott Plessinger** hit the turf, though **Scott Summers** and **Fred Andrews** have also been involved in more than their fair share of rammings and brake-checks.

Defending Champion **Scott Summers** sat out the race at Redding, using up his second and final "throw-away ride" in the process. Summers broke his arm at the previous round in Tennessee, and is taking some time off to let the wounded limb heal. "He's working on the phone with **Dr. Jeff Spencer** out in California," said **Fred Bramblett**, Summers' mechanic. "They've got his arm out of the full cast and into a Kevlar one that allows him to bend his elbow and squeeze his hand, so he's able to do some training. We're going to decide next Tuesday (April 19) if he should ride the (April 23-24) Nevada Qualifier or not. That will be four weeks after the crash, and he won't be completely healed until six weeks, but he might be able to ride with an air cast and keep his title hopes alive in the National Reliability Enduro Series. After the past couple of seasons, we're getting used to having to come from behind like this."

Round 1: Swiss Grand Prix

Van Doorn pulls off Swiss win

Bad weather prior to Sunday's race nearly caused the cancelation of the Swiss GP, the opening round of the World Championship 500cc MX Series. Rain and snow left the hilly track a quagmire of mud.

By Alex Hodgkinson

PAYERNE, SWITZERLAND, APR. 10

It was "Rookies' Day" in Switzerland as Holland's Gert Jan Van Doorn and New Zealander Shayne King shared moto wins at the opening round of the 500cc World Championship 500cc MX Series.

A 1-4 day also gave Van Doorn, who has switched from the 250cc series, the overall win, his first at GP level since 1988, and the series lead on his Sarholz Honda after the rival FVM team of King and Ronny Weustenraed had miscalculated. They finished 1-2 in the second moto, and 2-3 overall.

"I didn't know I had won until I stopped after the race," admitted a delighted Van Doorn. "I thought Ronny (Weustenraed) had it in the bag."

Weustenraed, the 23-year-old Belgian who had been victorious on his 500 GP debut at the same venue three years previously, was mentally drained after he realized the bitter truth.

"I didn't fight Shayne (King) when he came up on me, because I thought it made no difference for the overall. I didn't realize Hansson had been caught and passed by Van Doorn."

Onlookers had already suspected Weustenraed's miscalculation as he punched the air with his fist on crossing the finish line.

But if there are no team orders in the FVM squad, there are apparently none in the Sarholz team either, for Van Doorn had to pick up his pace again in the final half lap to fight off his own teammate, Peter Dirkx. A pass would have given Weustenraed the contingency bonuses from his 3-2 finishes. King was relieved to be on the podium.

"It was a big mistake to ride 125s last year," said King. "I weigh 170 pounds and the stock Yamaha had no chance of pulling that around, particularly with all those sand GPs they had on the schedule." The Kiwi had scored just one world championship point in 1993.

While the rival dealer teams had disputed the overall, the big names all had a bad day.

Defending champion Jacky Martens was eighth after two troubled rides on his works Husqvarna; fellow four-stroke contender Joel Smets on the Vertemati could only muster six points after posting fastest qualifier in the morning; five-time champ Georges Jobe was never on the pace at the first race of his comeback campaign, and Billy Liles had a knock-out second moto to add to his tearaway second place in the opener. Fellow American Ron Lechien, contesting his first-ever European GP, was 11th overall via 12-11 moto finishes.

It was a typically unpredictable series opener - but it nearly had not happened at all. "It (the race) will only be cancelled if there are more than four inches of snow," declared AMC Payerne president Antoine Rebeaud on Friday as the teams arrived to find a thin covering of snow on the Combremont track. The question of possible cancellation seemed academic on Saturday afternoon as brilliant sunshine saw perfect track conditions, but the bad weather returned on Saturday evening and the club's own limits were almost reached.

The race would go ahead, however. There were renewed cries for cancellation from some quarters, but Martens spelled out what was needed at a midday press conference: "If they leave the track as it is, then we will all be stopped within six laps because the ruts are getting nearly as deep as the bikes are tall. But if they bulldoze the corners, there will be no problem. It will be difficult to pass, of course, but not impossible to race."

The organizers got on with it and did their bit, as well as one can on a hillside track, anyway, and the first moto burst into action with Belgian Joel Smets in front.

The Vertemati's lead was to last only one lap before Van Doorn went past, and the world number three was to last only three more laps before pulling into the pits, his throttle jammed full of mud.

Jacky Martens then took up the chase, and with three laps to go he had moved up to the rear wheel of the leading Dutchman.

But it was Van Doorn who emerged, alone, under the Chesterfield footbridge at the end of the lap. "Bloody backmarkers!" fumed Martens later. "I was past (Van Doorn) and then a lapper stopped in front of me in a rut. I had to manhandle the bike out of the groove, and as soon as I'd done it, the lapper got going again. He nearly put me in the fence later in the lap."

Rattled by the experience, and with his chance of the win gone, Martens evidently became ragged and was passed by Liles and Weustenraed before the finish, with Johan Boonen a close fifth. These five had dominated the race after the younger of the two King brothers had lost contact via a crash, but still managed to stay sixth.

Georges Jobe was a poor 10th, losing out to Marcus Hansson and Siggi Bauer late in the race, while it was the Swede Hansson who had the most impressive ride through the pack.

"I got out of the gate badly and was only 21st at the end of the lap after I had also fallen off on my own," said Hansson. "I could catch up (to) the riders in front easily but there are, at most, two places where you can pass on the entire track."

Lechien got up off the ground in the first turn to finish 12th. "Someone just never made the turn and wiped us all out," said Lechien, who will definitely contest the first four GPs for Bourguet Motors, a Swiss Kawasaki dealer. "It depends on the results whether I do the rest of the series."

Passing opportunities were much better in race two as most of the track had dried out.

Weustenraed led out of the first turn, pursued by Hansson, Van Doorn, Boonen and King. It seemed likely he would be the overall winner as he continued to keep the opposition away from his rear wheel. Van Doorn had dropped to a fairly distant fifth, unable to hold the pace.

King was soon making significant moves and had displaced Boonen to take third place on lap three. By the halfway stage of the 30-minute-plus-two-lap race, he was second as Hansson had dropped back: "I just rode badly, so my eventual sixth wasn't bad (given) the circumstances."

Smets had gated sixth but then crashed in the second turn and had to put in a phenomenal ride to get back to 10th, while Martens quit midrace.

"We tangled out of the gate, my goggles got filled with mud through the first turn and the Roll-Off mechanism broke," said Martens. "It took me three laps to

pass Kucirek, and then I fell off. Today was not my day."

Liles was another in trouble. "I gated good, but when I went to try to pass Van Doorn, I cross-rutted and ran straight into one of the mounds of soft dirt which had been scraped off the track," said Liles. "I was back up to ninth on the last lap when I collided midair with Whatley; if I hadn't laid it down it would've broken my arm. The clutch lever was broken off and all I could do was struggle to the line."

Jobe was off the pace but persisted for seventh, while Lechien, who had chased him early on, dropped back to 11th. "My goal here was to finish top 10. I only just missed that, so that is something to work on," said Lechien. CN

Payerne, Switzerland
Results: April 10, 1994 (Round 1 of 11)

MOTO 1: 1. Gert Jan Van Doorn (Hon); 2. Billy Liles (Hon); 3. Ronny Weustenraed (Hon); 4. Jacky Martens (Hus); 5. Johan Boonen (Kaw); 6. Shayne King (Hon); 7. Miroslav Kucirek (Kaw); 8. Marcus Hansson (Hon); 9. Siggi Bauer (Kaw); 10. Georges Jobe (Hon); 11. Avo Leok (Kaw); 12. Ron Lechien (Kaw); 13. Attilio Pignotti (Hon); 14. Gerald Delepine (Hon); 15. Dirk Geukens (Hon).

MOTO 2: 1. King; 2. Weustenraed; 3. Boonen; 4. Van Doorn; 5. Peter Dirkx (Hon); 6. Hansson; 7. Jobe; 8. Danny Theybers (Hon); 9. Jeremy Whatley (Hon); 10. Joel Smets (Ver); 11. Lechien; 12. Greg Hanson (Hon); 13. Kucirek; 14. Christian Chanton (Yam); 15. Leok.

O/A: 1. Gert Jan Van Doorn (Hon); 2. Ronny Weustenraed (Hon); 3. Shayne King (Hon); 4. Johan Boonen (Kaw); 5. Marcus Hansson (Hon); 6. Billy Liles (Hon); 7. Georges Jobe (Hon); 8. Jacky Martens (Hus); 9. Miroslav Kucirek (Kaw); 10. Peter Dirkx (Hon).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 1 of 12 rounds): 1. Van Doorn (33); 2. Weustenraed (32); 3. King (30); 4. Boonen (26); 5. Hansson (18); 6. Liles (17); 7. Jobe (15); 8. Martens (13); 9. Kucirek (12); 10. Dirkx (11); 11. Lechien (9); 12. Theybers (8); 13. Whatley (7); 14. Bauer (7); 15. Smets (6); 16. Leok (6); 17. Hanson (4); 18. Pignotti (3); 19. Chanton (2); 20. Delepine (2); 21. Geukens (1).

World Championship 125cc Motocross Series

Round 2: French GP

Pichon prevails

SOURDEVAL, FRANCE, APR. 10

Mikael Pichon, the 18-year-old French teenager who won the 125cc class at the San Diego Supercross last year and who is hailed by his countrymen as "the next Bayle," took a big step along the road towards justifying that tag when he swept both motos of a muddy second round of this year's 125cc World Championship MX Series at Sourdeval, 30 miles inland from the Normandy coastline of his homeland.

It was Pichon's first-ever win at this level and wiped out the trauma of a pointless opening round two weeks earlier in Italy. Conditions were so bad that Pichon, whose machines are prepared this year by ex-Jobe/Malherbe/Bayle-tuner Jean-Marie Hacking, lapped up to eighth and 12th in the two motos with a winning average speed of just under 24 mph. The maximum points for the win have moved him straight into fourth place in the standings.

American Bob Moore relenquished his lead in the standings when he struggled home ninth in the second moto, three minutes down on Pichon. He had earlier finished third in moto one.

The new points leader is defending champion Pedro Tragter, who twice chased Pichon home, while Italian Alessio Chiodi completed the podium with 4-3 moto finishes.

The title already looks to be between these four riders.

The results of the French GP were vital to those riders hoping to be amongst the 15 whose expenses will be paid for the up-coming round in Argentina, May 1. (The Brazilian round, scheduled for the previous weekend has been cancelled).

Amongst those who failed to make the cut and must thus pay their own way to South America are 1986 champion Dave Strijbos, 1987 title-holder John Van den Berk and last year's world number seven Remy Van Rees.

Van den Berk again failed to qualify (having also failed to make the cut in Italy) and Van Rees has yet to score, while Strijbos' nine points from moto one in France were not quite enough. He retired early in moto two and the two points scored for 14th by Norwegian Roy Snellingen lifted his seasonal total to 10, pushing the Dutchman down to 16th in the standings.

Competition is intense in the 125cc class. First round eighth-place man Alessandro Belometti was amongst the non-qualifiers in France, though his 16 point tally from his home GP ensure that he will travel to Argentina.

In addition to Moore, Bader Manneh is contesting the series for America; he added six points to his tally for 10th in moto one, but retired halfway through the second 40-minute moto. CN

Chaulieu, France
Results: April 10, 1994 (Round 2 of 10)

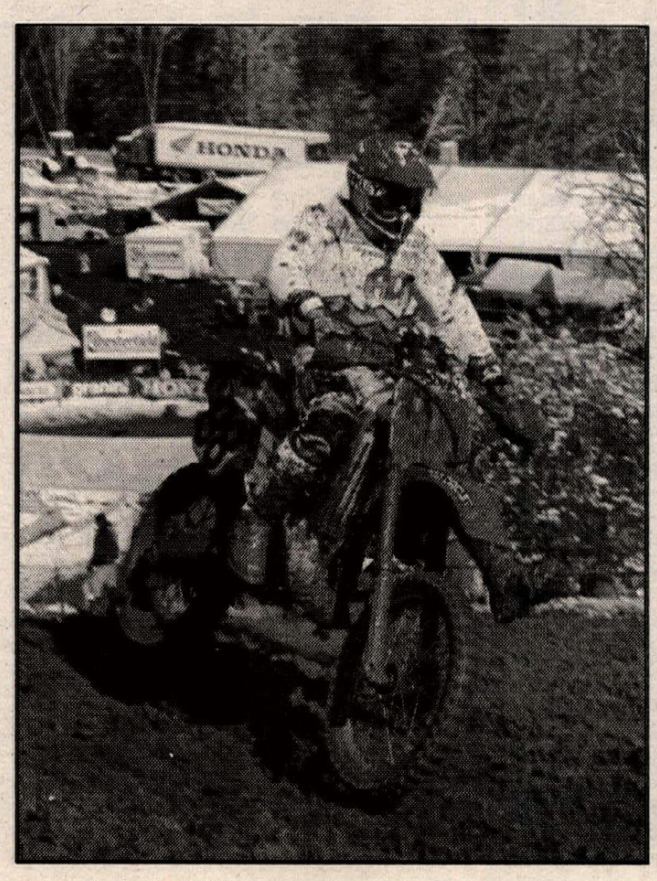
MOTO 1: 1. Mikael Pichon (Hon); 2. Pedro Tragter (Suz); 3. Bob Moore (Yam); 4. Alessio Chiodi (Hon); 5. Charrell Sweebe (Hon); 6. Leon Giesbers (Suz); 7. Dave Strijbos (Suz); 8. Fabio Balducci (Hon); 9. Roy Snellingen (Suz); 10. Bader Manneh (Suz); 11. Frederic Vialle (Kaw); 12. Mikael Maschio (Yam); 13. Mikael Gouverneur (Kaw); 14. Peter Beirer (Suz); 15. Kelly Swanson (Suz).

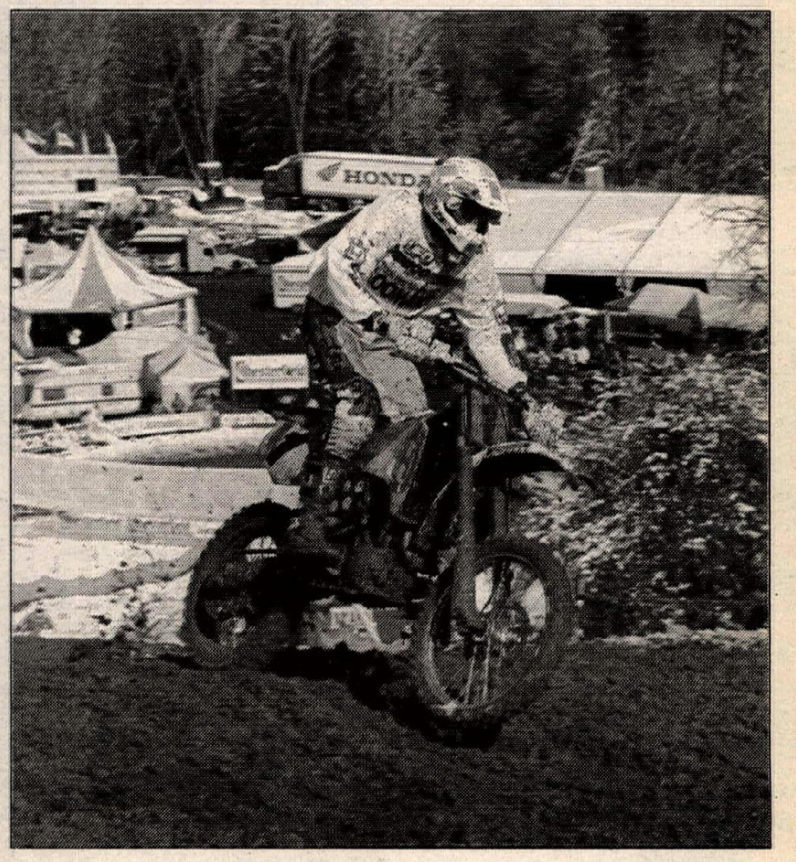
MOTO 2: 1. Pichon; 2. Tragter; 3. Chiodi; 4. Balducci; 5. Vialle; 6. Marcel Van Drunen (Suz); 7. Beirer; 8. Giesbers; 9. Moore; 10. Rudi Versteeg (Hon); 11. Yannig Kervella (Kaw); 12. Maschio; 13. Nathan Shelton (Hon); 14. Snellingen; 15. Wim Van der Heyden (Suz).

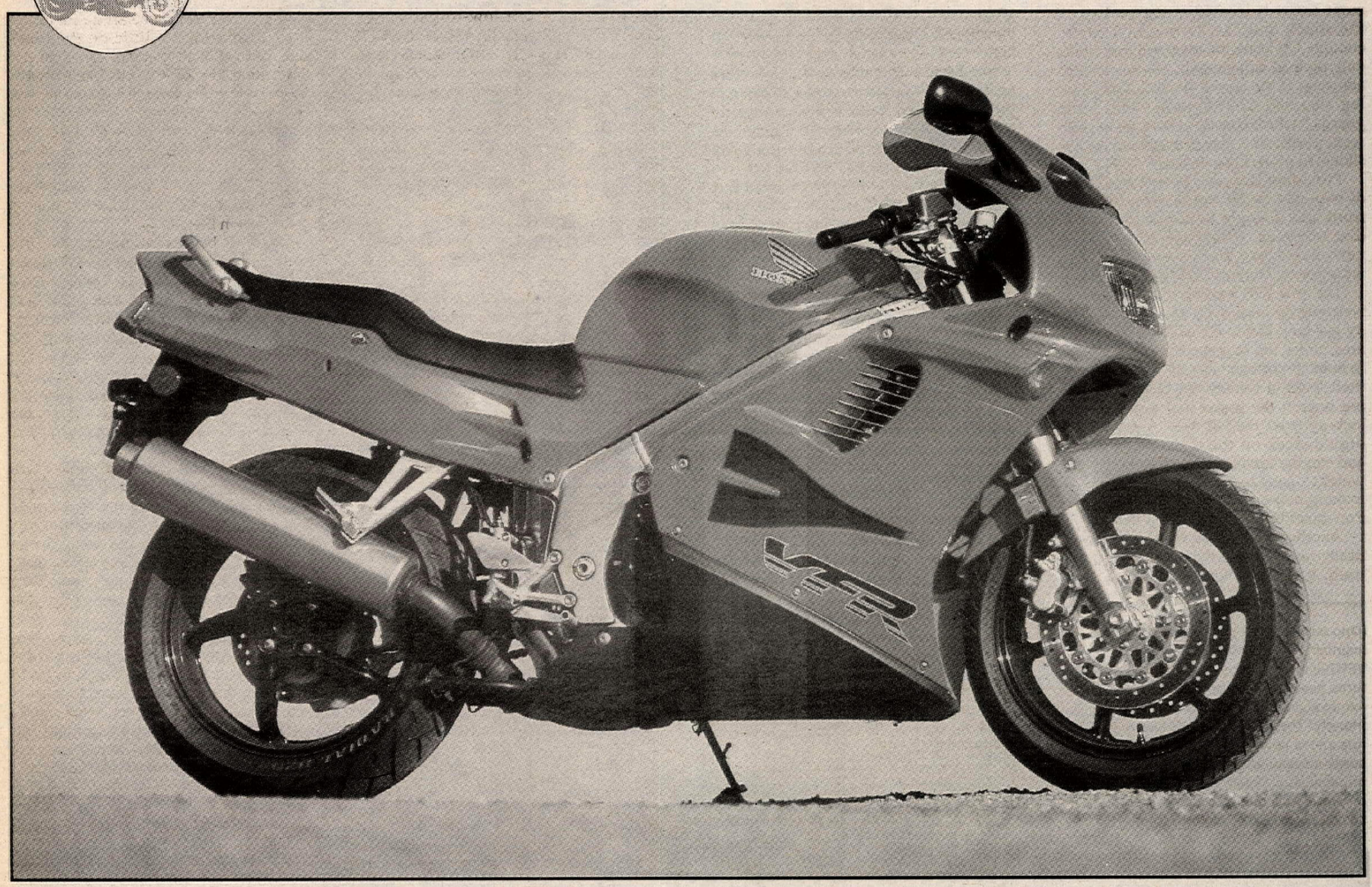
O/A: 1. Mikael Pichon (Hon); 2. Pedro Tragter (Suz); 3. Alessio Chiodi (Hon); 4. Bob Moore (Yam); 5. Fabio Balducci (Hon); 6. Leon Giesbers (Suz); 7. Frederic Vialle (Kaw); 8. Charrell Sweebe (Hon); 9. Peter Beirer (Suz); 10. Marcel Van Drunen (Suz).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 2 of 11 rounds): 1. Tragter (63); 2. Moore (59); 3. Chiodi (48); 4. Pichon (40); 5. Vialle (31); 6. Beirer (31); 7. Manneh (30); 8. Mauro Dal'Lago (26); 9. Balducci (21); 10. Maschio (21); 11. Shelton (21); 12. Giesbers (18); 13. Alessandro Belometti (16); 14. Van Drunen (13); 15. Snellingen (10); 16. Strijbos (9).

(Top) In his 500cc class debut, Dutchman Gert Jan Van Doorn scored his first GP win since 1988. (Left) American Ron Lechien (100) recorded 12-11 moto finishes in his first European GP. The next three rounds will determine whether or not he will finishes out the season: "It depends on results," said Lechien. (Bottom left) Long-time GP contestant Billy Liles finished second in the first moto but crashes left him out of contention in the second moto. (Bottom) Defending champ Jacky Martens, on the four-stroke Husqvarna, went 4-DNF for eighth overall.







Sweet!

By Kit Palmer
Photos by Kinney Jones

Whoever came up with the adage *if it ain't broke, don't fix it* obviously isn't employed at Honda.

Take the VFR750, for example. Here's a motorcycle that since its 1983 debut has been a favorite among sportbike enthusiasts the world over. And, ever since the bike's first major overhaul in 1990, it has been considered by many weekend sport riders and everyday commuters as *the* finest sportbike in its class, while others go as far as saying that it's the finest all-around streetbike - period. We won't argue with either assesment.

But despite the VFR's success, Honda wasn't ready to rest on its laurels and felt the need to move on and "improve" or "fix" the VFR750, again. An impossibility? Evidently not.

It seems to us that improving the popular VFR750 would be like trying to improve chocolate-chip ice cream, but the engineers and designers at Honda did, in fact, accomplish what they set out to do - they've made the VFR750 even better.

This seemingly far-fetched goal was achieved by putting the VFR on a diet. When all was said and done, the VFR lost some 22 pounds, giving it a claimed dry weight of 465 pounds. It's still not the lightest bike in its class, but it is lighter nonetheless. Plus, Honda managed to squeeze out two more horsepower at peak rpm from the VFR's V-four motor, so now you have a bike that is more flickable *and* faster. What else could you ask for from what is already one of the most user-friendly sportbikes in the world?

The VFR750F has an all-new and extremely eye-catching look for 1994, with its NR-derived styling and bright red and black color scheme. All that remains of the 1993 VFR750 are the front fender and the turn indicator lenses - the rest of the bodywork is all-new.

Not only is the new plastic attractive, but it's functional as well. The fairing has been designed to yield better internal ventilation and cooling efficiency, or, in other words, better "air management." According to Honda, the cooling air has been more efficiently channeled around the rear cylinder bank and the exhaust pipes. The heat produced by the pipes that normally collects under the seat is now evacuated through large side ducts in the seat cowling. All the bodywork was designed with trimming unwanted weight in mind, as well. Honda claims the new bodywork weighs 1.9 pounds less than before. Much of this has to do with the redesigned lower cowling that is moulded of lightweight and durable black resin and has smaller fairing stays. The VFR also comes with a removable rear seat cowling.

Hidden beneath the new fairing is - *that engine* - that electric-smooth and powerful DOHC 90-degree V-four powerplant that has for all intents and purposes made the VFR750 one of the most respected sport/streetbikes on the road. Since its debut in 1983, the VFR's engine has seen continual upgrades and careful refinements rather than major reconstruction. So it comes as no surprise that this year's engine features a handful of revisions, most notably the addition of a new set of high-performance VP carburetors, for which intake port shapes and camshafts were finely tuned; and the adoption of an all-new 4-into-1 exhaust system. The carbs are the same, more-efficient 34mm slanted flat-slide mixers used on the Honda CBR600F and CBR900RR sport bikes. The new exhaust system has two main advantages. For one, it permits the use of a centerstand; and secondly, it's lighter.

Other engine changes include redesigned shift fork, drum and gear dogs to improve gear-shift action; slightly altered crankshaft balance weights for reduced vibration, and thicker piston pins for more durability.

Our test bike came equiped with a heavy-duty RK O-ring chain.

The V-four engine is nestled in essentially the same frame configuration that was developed in 1990, but construction is slightly different to help reduce overall weight. Honda claims the frame is 3.3 pounds lighter than that of last year's VFR. The main frame spars are attached to redesigned, lighter pivot plates and feature reshaped upper and lower cross-members. A redesigned seat rail structure is lighter, as well. The seat shape and footpeg position were altered to lean the rider slightly more forward than before, giving it a more sporty feel.

Little has been changed in the suspension department. The linkage system in the rear has been increased slightly near the end of the stroke to improve stability at higher speeds. The Pro-Arm cast aluminum swingarm looks unchanged, but casting thickness was increased in key locations for more rigidity.

Both front and rear suspensions feature external adjustability. The shock offers both preload and rebound damping adjustments. The damping adjust-

ment screw is located at the bottom of the shock and can be reached easily enough. Up front, the inverted fork offers only preload adjustments, via screw-type adjusters at the top of the fork legs. Each leg also has what Honda calls "chip guards," which consist of two, small cast-resin plastic-like pieces mounted on the sliders to protect the stanchion tubes.

Providing stopping power are a pair of twin-piston, 296mm floating discs up front and a single twin-piston 256mm disc out back, which are bolted on to new, five-spoke black-painted wheels, wrapped by Dunlop D202 radial tires.

The new VFR features many small but welcome updates, such as a larger-capacity gas tank (5.0 to 5.5 gallons); a storage area under the seat specifically designed to hold all popular sizes of "U"-type anti-theft locks; a convenient U-lock mounting hole in the frame that permits easy lock-up from the left side of the bike; a digital clock on the instrument panel; and - in the interests of space and saving weight - easy-to-remove but obtrusive-looking bolt-on/off passenger grab rails. Previous VFRs used flip-up grab rails.

Another area where weight was drastically reduced was the instrument panel itself. It's now a lightweight, one-piece electronic panel that features a newly developed, flexible thin-film, printed circuit board. The display includes a central white-faced tachometer and an electronically activated speedometer that reads up to 175 mph. A small electronic sensor installed at the countershaft runs the speedo. The panel also includes a fuel gauge, as well as a low-on-fuel warning light - thank you very much. However, there is no readily accessible on/off/reserve switch.

(Opposite page) If you're type who likes to maintain a low profile, then the new VFR750 might not be for you - this bike turns heads with its bright red coloring and exotic styling. (Below) Talk about user-friendly! The VFR is an easy motorcycle to ride and is very forgiving, thanks to its super-smooth and torquey motor, excellent transmission, plush suspension and comfortable seating position. And for $8100, it's priced about right.

All aboard

There's nothing quite like the sweet sound of the VFR's motor. Hit the starter button and the VFR quickly rumbles to life. "We call it our mini V-eight," says Jim Bates, Honda's press relations guy, prior to our rolling away from American Honda's headquarters in Torrance, California, on the new VFR. We certainly have to agree with him. The VFR produces an ear-pleasing, low growl from the V-four motor, leading you to believe that as soon as you twist the throttle, the handlebars will rip right out of your hands and leave you flat on your back, when quite the opposite is the case. Instead, the VFR still has one of the smoothest, most docile, yet powerful and exciting motors on the planet. It might not be the fastest 750 sportbike around, but it certainly is one of the most enjoyable - thanks to its broad powerband, excellent torque and energetic engine. It pulls well off the bottom and just keeps pulling and pulling until tapped out in sixth gear; redline starts at 11,500 rpm.

But perhaps what the VFR's motor likes best is to be ridden in the middle of the powerband, around the 4-6000 rpm range. Here, you can take advantage of the VFR's excellent low-to-midrange power; you can go plenty fast on the VFR at these settings. In other words, you don't necessarily have to scream or wring out every possible rpm from the engine to have fun on it.

The transistion from no throttle to throttle is, once again, smooth. There's no real lashing or abrupt transfer of power from the engine to the rear wheel. This makes the VFR very easy to ride and inspires confidence when throttle control becomes critically important, like while lane-splitting, or rolling on and off the throttle in corners.

Even the clutch is unusually smooth. You can barely feel it when the clutch engages or disengages the transmission, while either taking off from a standstill or clicking up through the gears at speed. The feel on the gearshift lever is a tad on the notchy side, though.

There is very little vibration to speak of. The majority of the buzzing is felt at lower rpms and mostly around the footpegs. As you rev out the motor, the vibration gradually becomes less and less noticable, but never goes away completely. Still, vibration, or the lack thereof, is one of the VFR's strongest virtures.

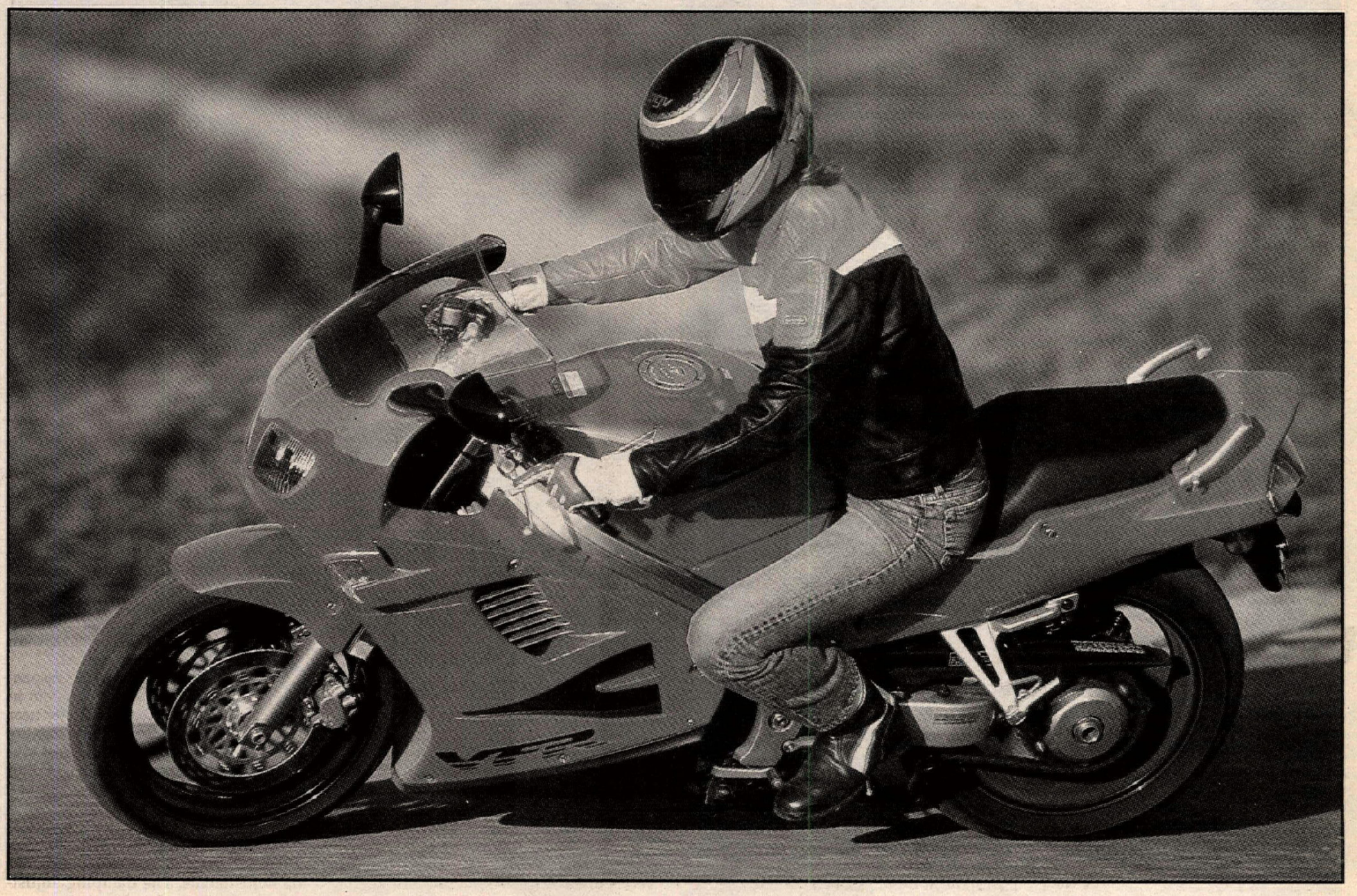
The VFR's motor seems sensitive to outside air temperature. It didn't seem to take much for the radiator's cooling fan to spring to life. We never had the chance to ride the VFR in temperatures over 85 degrees, but the fan came on quite often in everyday stop-and-go traffic and while lane-splitting. A fair amount of heat could be felt between the rider's legs by the time the fan came on, leading us to believe that the VFR might be a real cooker in the summertime.

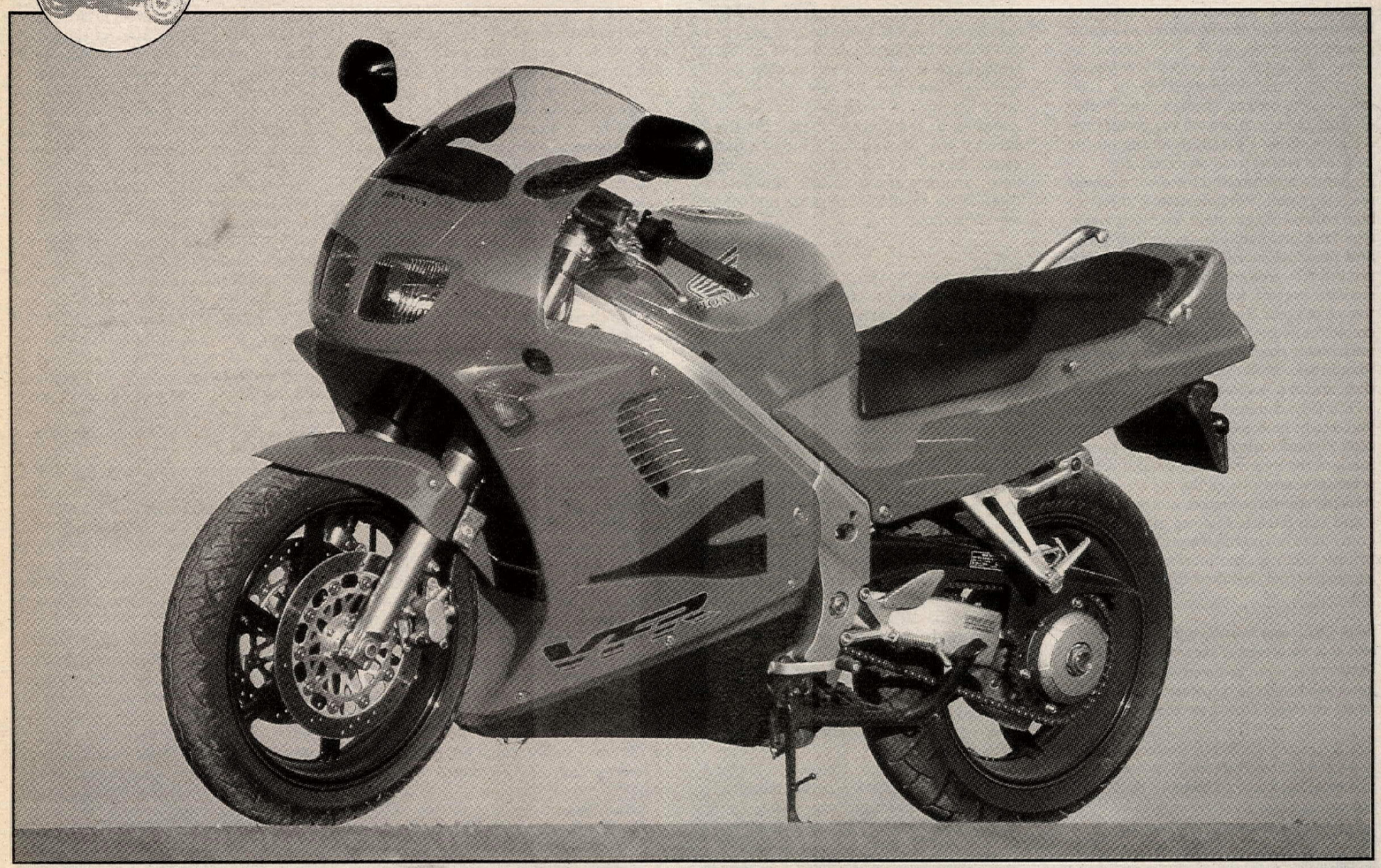
Equally as pleasing as the VFR's engine are its suspension and handling qualities. Our VFR came set up for everyday commuting - a little on the plush side, but we liked that. For casual everyday riding, the VFR works like a charm. Both ends glide over the pavement as though it was riding on a cushion of air. It really is that good! Okay, the front end needs some stiffening up for more aggressive riding, but that's easily accomplished via a large screwdriver. Otherwise, the VFR is quite tolerable for long stints in the saddle.

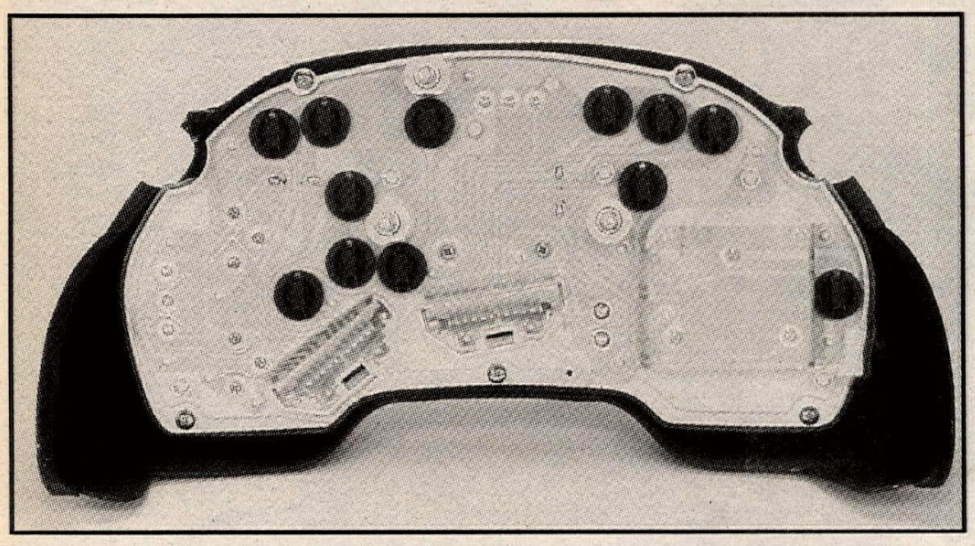
The VFR begs to be flicked into the corners. It takes little effort on the rider's part to initiate the turns. Once leaned over, the VFR feels solid and stable, and there's nothing to bump your knees or feet on while crawling around on the bike from corner to corner. There's ample ground clearance, as well. To top things off, the brakes have more than adequate stopping power to haul the 465-pound bike in for the turns. Both binders have a positive feel.

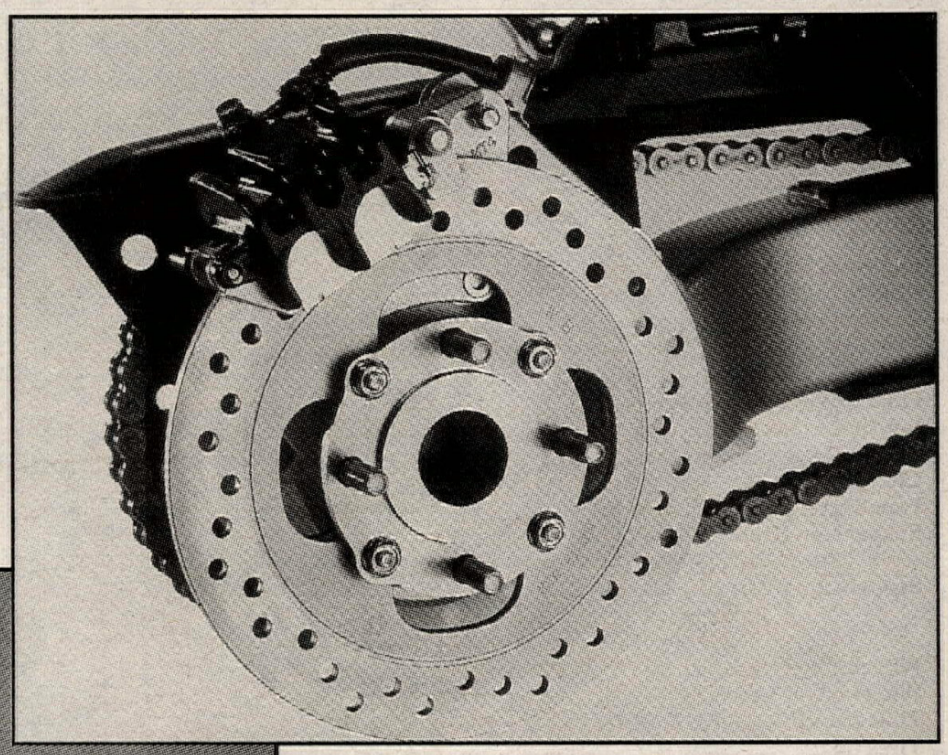
Ergonomically speaking, the VFR is very comfortable. The handlebar/seat/footpeg relationship forces the rider to lean forward slightly, putting a fair amount of pressure on the rider's arms and wrists, which is not out of the ordinary for a sport bike. Overall, the VFR's seating position is well within acceptable limits.

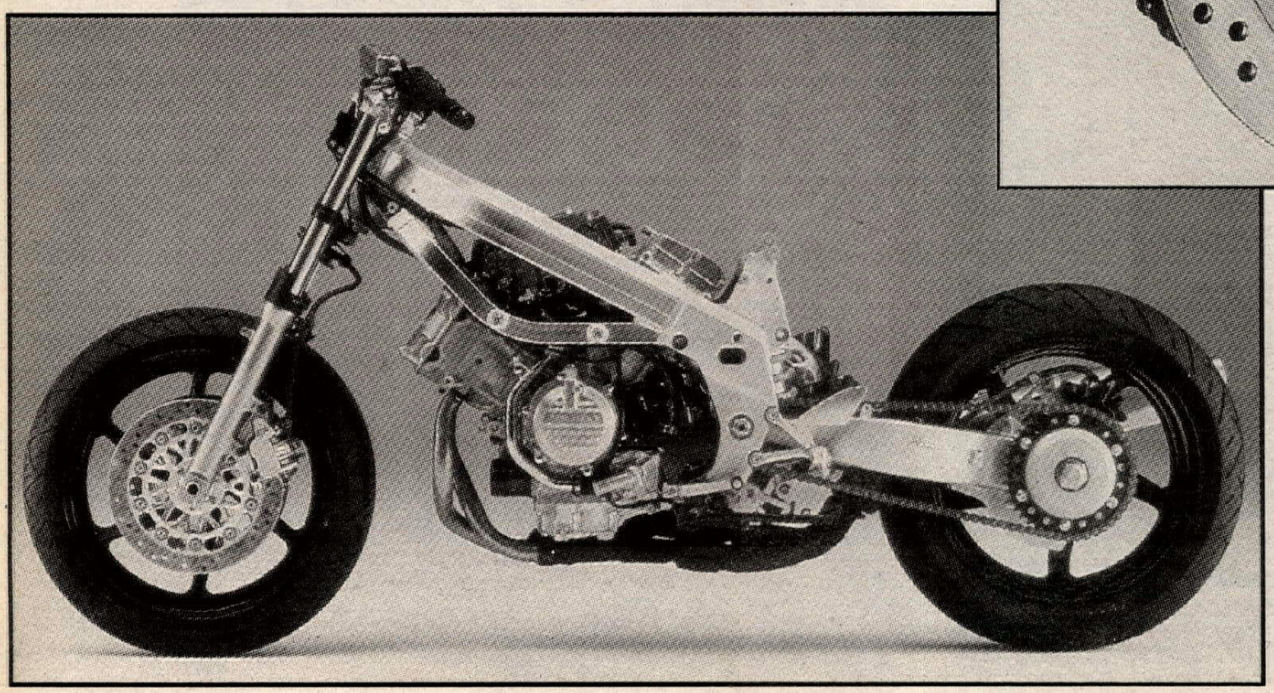
The windshield does an admirable job of keeping windblast off the rider and there is very little turbulance to speak of. Reading the instruments is easy enough, although the white background on the tach took some getting used to. All of the other instruments are placed around the centrally mounted tach - the speedo is mounted just to the left of the tach; the smaller circular gas and engine temperature gauges are posi-











(Top) Despite the fact the new VFR750F looks radically different than previous models, the heart of the bike is essentially the same, only now it's 22 pounds lighter than before and boasts a claimed two more horsepower at high rpm, thanks to new VP carburetors, ala the CBR600F and CBR900RR.
(Above left) In order to save weight, the VFR now uses a one-piece electronic instrument panel. (Above) The cast aluminum Pro-Arm single-sided swingarm is slightly lighter than before; the rear wheel is driven by a heavy-duty O-ring chain. (Left) The VFR's frame sports the same configuration as before but is lighter in weight.

tioned to the right it, and the clock is mounted above it. All can be read at a glance.

The end is near

You can probably guess by now that we really like the new VFR750F. It just does everything well without any glaring faults, and can be used in a variety of ways - it's a sport/touring/commuter bike rolled into one well-rounded package. Its quick handling, powerful motor and forward seating position does the trick for weekend sport riding; its smooth, linear powerband, and its positive clutch and transmission make it tolerable for everyday commuting. Its fairly wide seat, cushy suspension and long range make it an ideal mount for light-duty touring. And perhaps best of all, the VFR is priced about right, at $8199. When you really look at what the VFR has to offer - good looks, sporty performance, modern technology, rider-friendly characteristics, and one of the most pleasant midsize sportbike motors in the business - and compare it to some of the other comparable (not to mention higher-priced) bikes on the market, it becomes as clear as day that the VFR is a real bargin. CN

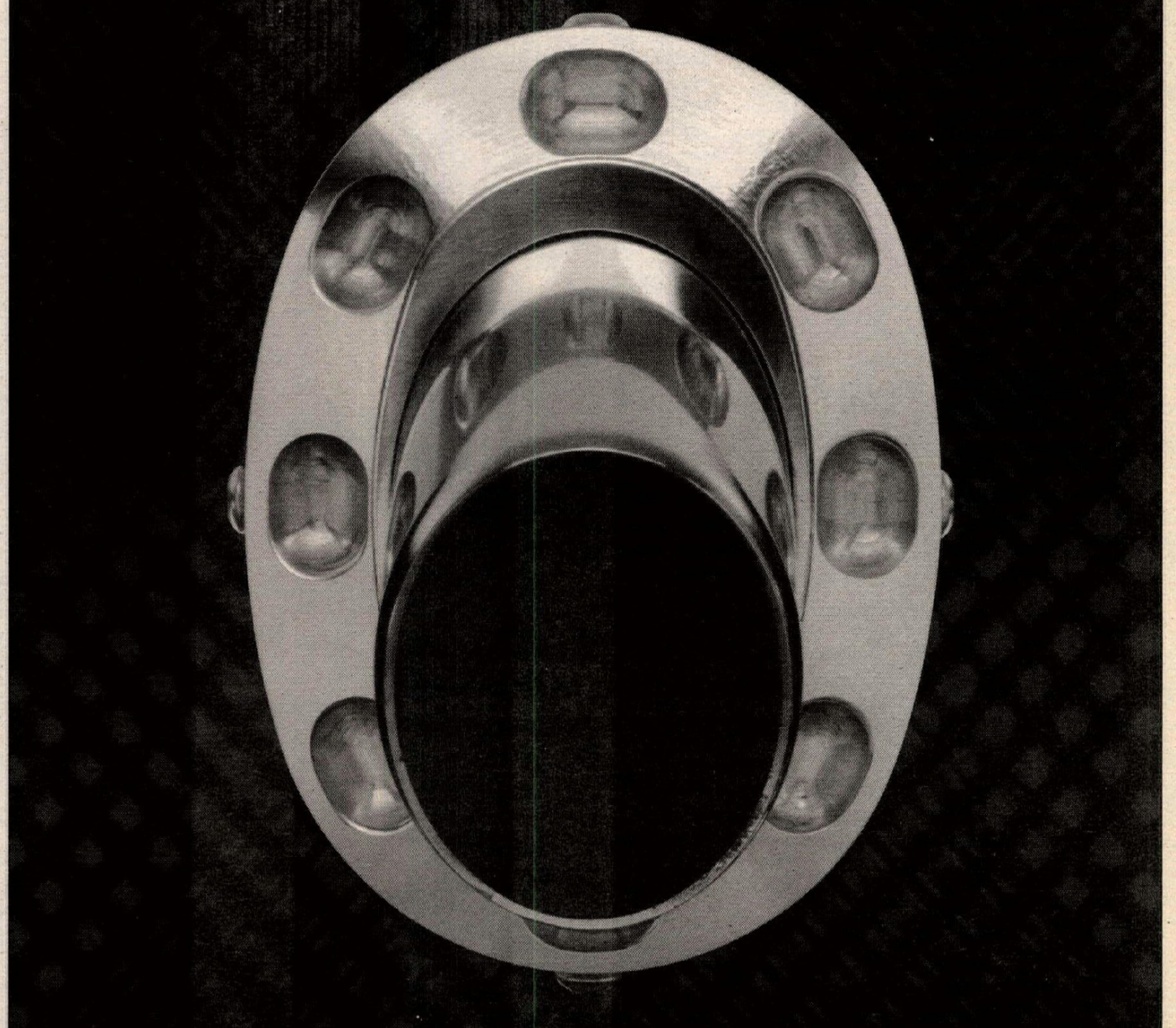
While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

1994 Honda VFR750F

Specifications

MSRP	$8199
POWERPLANT	
Engine type	Liquid-cooled, DOHC, 4-stroke, 90-degree V-4
Bore & Stroke	70 x 48.6mm
Displacement	748.1cc
Compression ratio	11.0:1
Carburetion	34mm slanted flat-slide VP type (4)
Engine dry wt. (w/carb)	168.7 lbs.
Clutch	Wet, multi-plate
Transmission	6-speed, constant mesh
Final reduction ratio	2.687:1, 43/16
Final drive	Sealed O-ring chain
Ignition	Fully transistorized
Starting system	Electric
CHASSIS	
Frame type	Diamond/aluminum
Suspension (front)	Air-assisted 41mm cartridge fork, inverted
Suspension (rear)	Pro-Arm single-sided swingarm, single shock, Pro-Link
Wheel travel (front)	5.1 in.
Wheel travel (rear)	5.1 in.
Tires (front)	120/70ZR17 radial
Tires (rear)	170/60ZR17 radial
Brakes (front)	238.1mm, hydraulic double disc
Brakes (rear)	203.8mm, hydraulic single disc
Rake & trail	26-degrees/3.9 in.
DIMENSIONS/CAPACITIES	
O/A length	83.7 in.
O/A width	28.3 in.
O/A height	46.7 in.
Wheelbase	57.9 in.
Seat height	31.5 in.
Footpeg height	13.8 in.
Ground clearance	5.1 in.
Dry weight	465.2 lbs.
Fuel capacity	5.5 gal.
Reserve capacity	0.9 gal.
Colors	Red

"I couldn't stay in your draft!"



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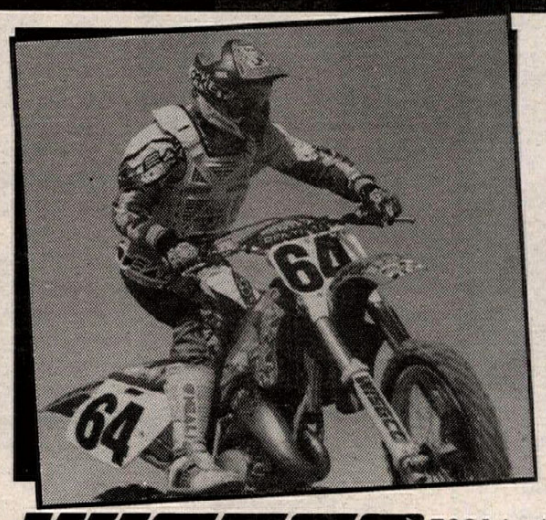

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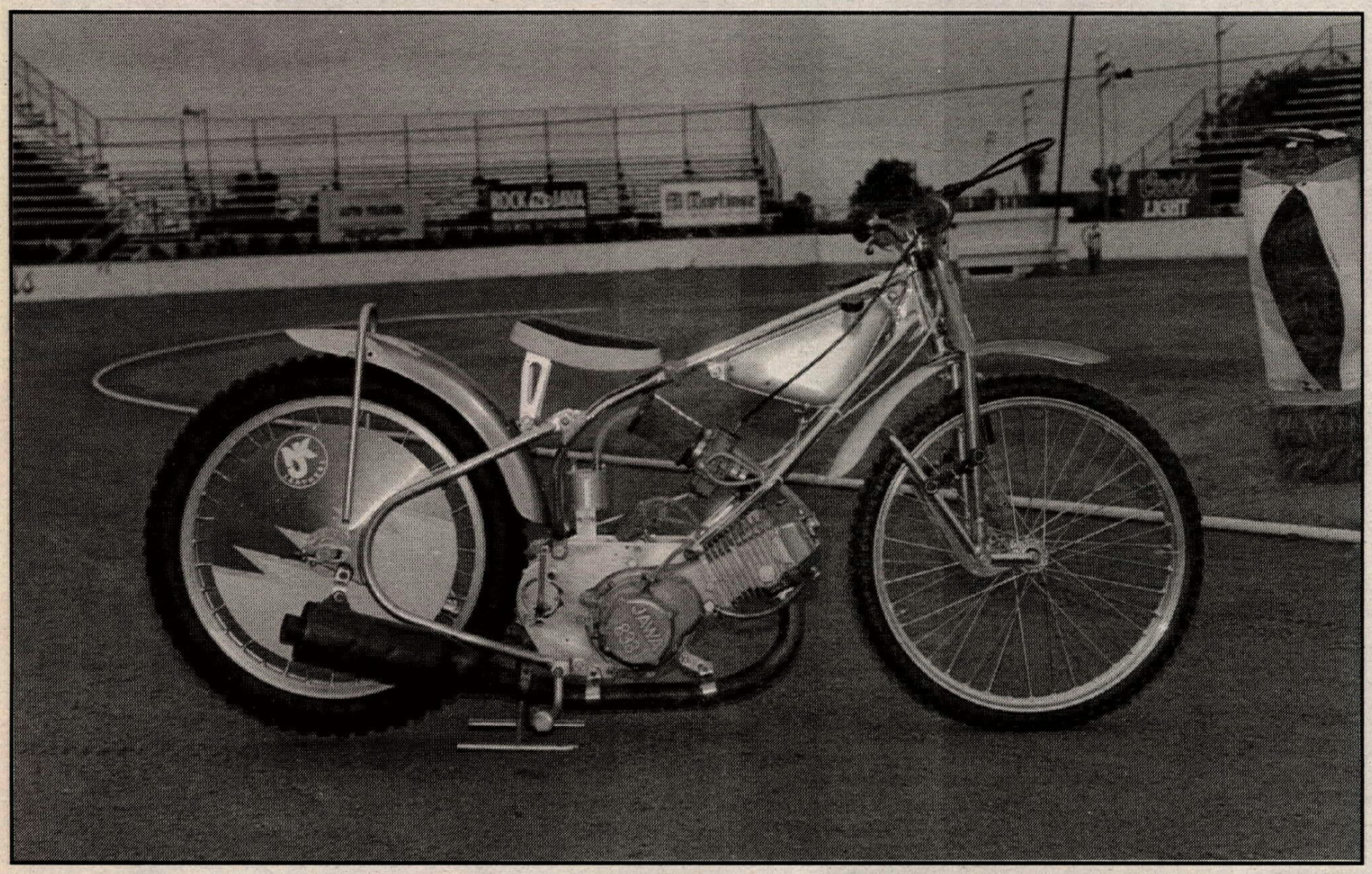
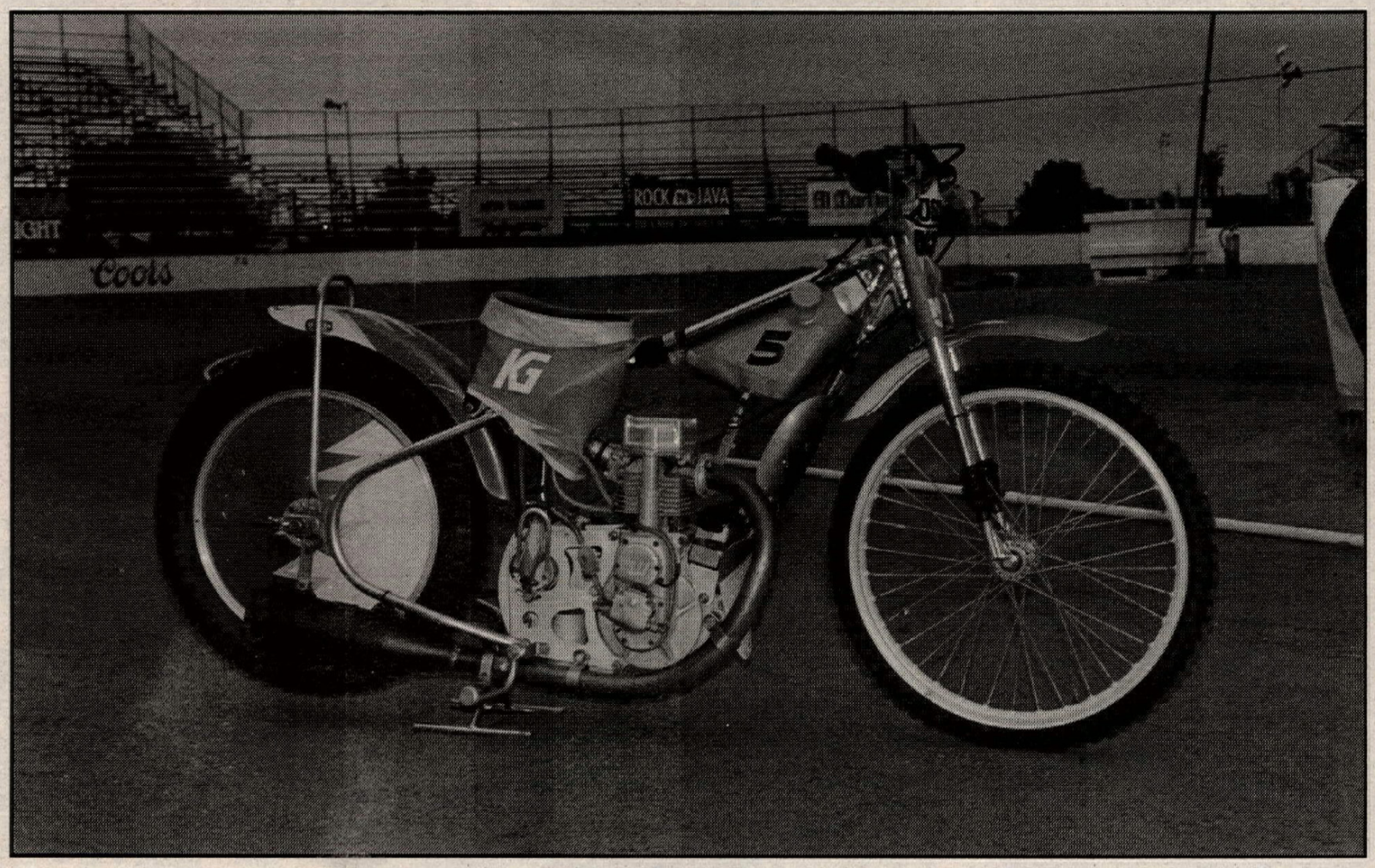


(Left) Here is an example of what the Unlimited Speedway Association would like to see on the track in 1994. This Jawa model 898, owned by Russell Racing, features all of the current speedway technology including the leading-link fork, laydown engine/frame combination and 22-inch rear tire. There are less than five of these motorcycles in the U.S, and they are ineligible for competition at Costa Mesa Speedway and Auburn Speedway. (Below) Brad Oxley's Russell Racing-backed Weslake is typical of the current breed of speedway bikes, which have looked the same for over 15 years. Note the 19-inch rear tire and the upright engine position. Oxley has also refrained from switching to the new leading-link front fork assembly that was made legal last season. This is an AMA-legal speedway bike for 1994.

By Scott Rousseau



By its very nature, speedway racing is probably the simplest form of motorcycle racing. Riders compete on methanol-burning four-strokes with dry clutches and no brakes. There's really not a lot that can go wrong mechanically, and when something does the problem is obvious. The same goes for the races themselves; four laps and you're either on your way to the main or onto the trailer - no practice; no second chances.

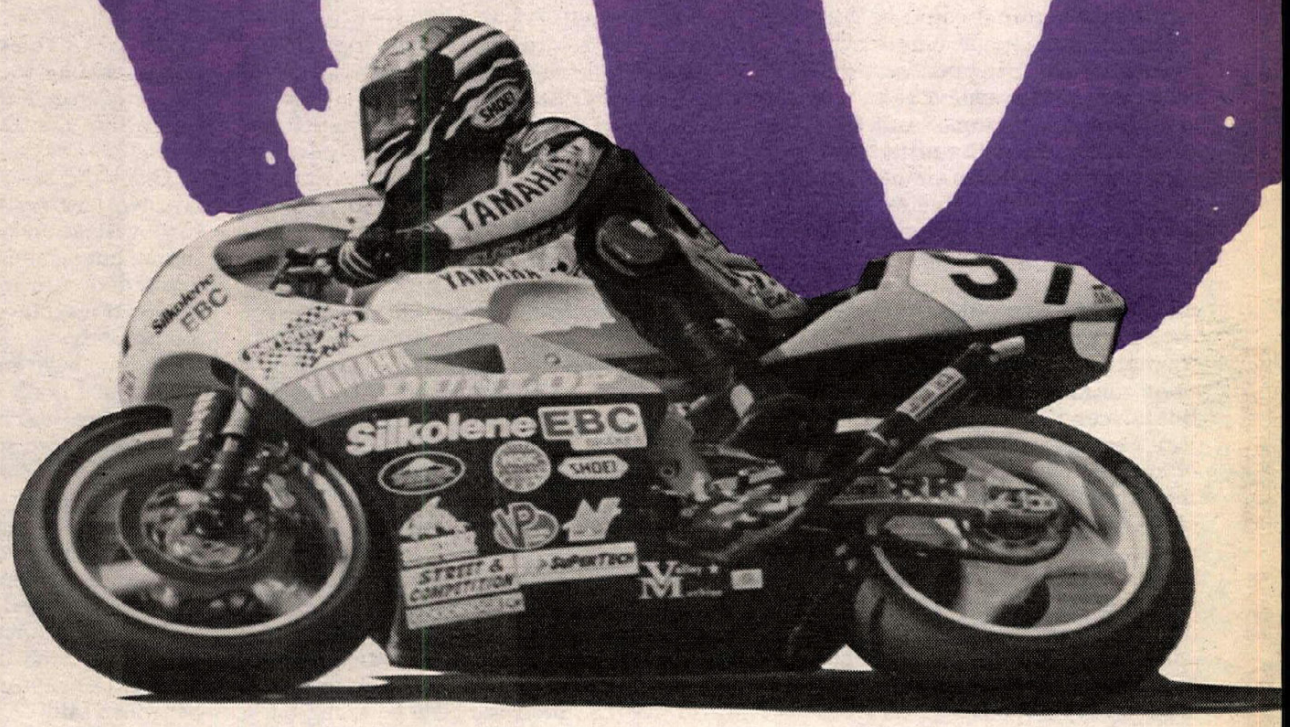
It's the behind-the-scenes of speedway - the struggle between the rule makers, the promoters, and sometimes trying to play both roles - that can, at times, make speedway racing as complicated as any form of motorcycle racing. And so it has been that the start of the 1994 season - one which many speedway insiders say could make or break the sport in America - has already seen more turns than the racers themselves.

Just like the previous five years, 1993 was a difficult year for speedway. Promoters agonized over the dwindling crowds as speedway - once one of the most popular motorsports attractions in Southern California - fell victim to the local economy and was forced to compete head-on with the myriad other forms of entertainment for the spectator's hard-earned dollar. Those speedway promoters who started out the year well would later find that they were just trading dollars at the end of the year as slim head counts ate into their first-half profits.

The economy has had a trickle-down effect on the riders, too. In the early '80s, a top-level first-division speedway star could feasibly make $5000 racing four nights a week in Southern California. But the recent lack of good crowds has brought about shrinking purses. Riders

It may have looked like a tiny dot on the horizon to the competition, but it was really Performance South/Yamaha rider Rich Oliver running away with the win at the 250cc Grand Prix Final at Pomona Fairplex on April 10th. (A win that puts him in first place in the series by 18 points, by the way.) Rich led by 1.24 seconds after just one puny lap, and his lead only got bigger from there. So big, in fact, that when it was all over, Rich had won by an impressive 11.248 seconds.

YAMAHA



who once had no problem paying the bills with prize money have had to get real jobs just to keep competing. The cold financial reality has forced many riders to limit their schedule - leaving racetracks that were too far away to reach on a weeknight without a full program - or give up altogether.

Clearly, something had to be done to save the sport from sinking further into oblivion, and 1994 seemed likely to be a comeback year. Thrilled by Sam Ermolenko and Team USA's overseas success, the AMA - which had not been involved with speedway since 1991 - stepped in to patch up its previous difficulties with speedway by providing affordable licensing to go along with a commitment to increase the sport's recognition, an added benefit of which would be the reinstatement of the American Final to the international speedway calendar. The promoters enthusiastically climbed aboard and a series of meetings was scheduled between the AMA and the Speedway Control Board (the U.S. rules committee made up of riders and promoters) to discuss the 1994 rules.

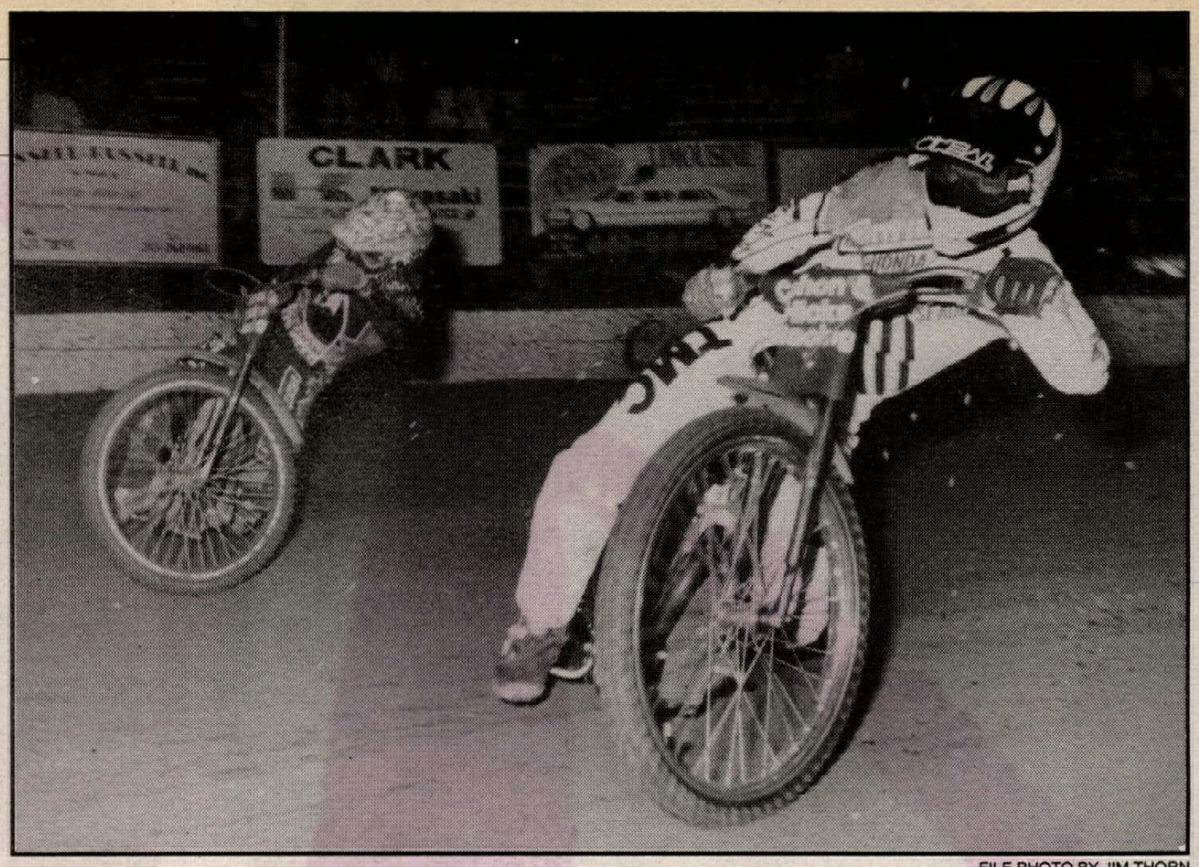
During the first meeting, three promoters - Speedway USA's Gene Woods; Lake Perris Speedway's Brian Church; and Glen Helen Raceway's Joel Smith - proposed some rules changes which they felt would enhance the sport and attract larger crowds. On their agenda was a return to the use of the 2.75 x 22-inch tire, and to nitromethane as a legal fuel additive - just as the riders were allowed to use in the late '60s and early '70s. The promoters were also in favor of the new "laydown" engine/frame combination and, for Smith's Glen Helen facility - which is located far from urban development and is not required to meet the same 102db sound restriction as are the state fairgrounds tracks - an open muffler option. Rider representative Robert Pfetzing also voted for the rules changes. Opposed to these rules were: two rider reps, Bobby Schwartz and Brad Oxley; Costa Mesa promoter Harry Oxley; and Auburn promoter Rich VanderMeeden. Bart Bast, Northern California's rider representative, could have been the deciding vote, but Bast was not in attendance.

Several more meetings were held and no common ground could be reached. Recognizing the fragile nature of the situation, the AMA stepped in and decided to leave the proposed rules changes as "promoter options." But then the AMA reassessed the situation, and issued a memorandum stating that 1994 rules would be the same as 1993 with the exception of allowing the 22-inch tire.

"We (the AMA) didn't want to put forth rules that would add expense to the sport when the situation was so fragile, and we certainly couldn't condone running without mufflers," said Bill Boyce, the AMA Consultant to the Vice President. "It could become a case of keeping up with the Joneses. I think these promoters really want to advertise (the new rules). I don't think they really want it on the track - but I can understand their point. If they don't do things differently (in '94), they will be out of business in 1995."

In light of the discrepancy, the three "pro-choice" promoters withdrew their sanction applications.

It may be true that some of the promoters are in favor of the rules changes purely for advertising purposes - especially where nitromethane is concerned - because they see the rules as a solution to their past financial woes. But Woods, who like it or not appears to be the main proponent of the open rules, has been hosting full crowds at his Victorville track since taking over the financially destitute venue in 1992. So where's the problem?



Different philosophies: Bobby Schwartz (left) and Robert Pfetzing (right) have been friendly racing rivals for almost 15 years, but they disagree on the USA-proposed rules. Schwartz feels the changes could hurt the sport, while Pfetzing sees no problem with them.

FILE PHOTO BY JIM THORN

"We (Victorville) don't have a problem, but it's not the same at Glen Helen and Perris," Woods said. "I don't want to see them go under.

"The SCB has been regulating speedway throughout its existence and what's happened is that they've made it boring. The first people we have to please are our fans," Woods said. "I think the whole thing is being blown out of proportion, anyway. We aren't forcing this on any of the riders. We're simply giving them the option to do what they want. Speedway should be a democracy."

Brian Church agrees with Woods' philosophy.

"Speedway needs a big change, and we (Perris) couldn't continue going the way we were and remain in business," Church said. "It's like having a swimming pool - adding a little chlorine won't always keep it clean - you have to shock it sometimes. If speedway continues to go downhill, there won't be any speedway tracks. What's worse?"

Church said he believes that the rules changes will enhance competition by creating a more level playing field between current and older machinery.

"A guy that has an old two-valve Jawa can go out and be competitive (under the new rules)," Church said. "All we want to do is make the riders more competitive, and have closer racing."

Church won't deny that the open rules have advertising benefits, but he also doesn't feel that the added expense involved will further damage participation by riders out-spending themselves for a laydown motor or nitro.

"Look at motocross," Church said. "Look at how much that technology has advanced. What do those bikes cost? About $5000 for a new 250cc bike."

Brad Oxley takes a very different and much dimmer view of the proposed changes. Though the veteran speedway racer and 1987 U.S. National Champion's father, Harry, is actually the promoter at Costa Mesa Speedway, the longest-running weekly speedway track in the U.S., Brad has been handling the day-to-day affairs at the speedway for the past year. Oxley is concerned that the rules changes will ruin the sport by making it too expensive.

"Just like other forms of motorsports, we need to keep our costs down. There isn't a lot of money in speedway now," Oxley said. "Everybody knows nitro (which currently sells for about $45 per gallon) is a more expensive proposition. It will be detrimental to the show because with nitro, it becomes more a case of the haves and have nots."

Oxley said that perhaps the biggest potential problem with having two different sets of rules is that the riders with one bike will suffer the most. A rider who legally used nitro in his motorcycle at Lake Perris Speedway on Thursday cannot show up to race at Costa Mesa with any of that fuel in his bike on Friday night.

"If you are tested at Costa Mesa and are found with any nitro in your tank, you will be fined $250 and/or suspended," Oxley said. "We will accept no excuses."

"Everyone is looking for the quick fix - and there is no quick fix for the promoters. We have to try and look at the big picture here, and what that boils down to is looking at our presentation, and trying things like changing our program format," Oxley said. "It's sad to see the promoters going two different ways on this because I think that they (non-AMA promoters) have the right idea but are going about it in the wrong way. We're (Costa Mesa) going to run under AMA rules because their sanction does a lot to legitimize speedway. The only change (from 1993) is that we will allow the 22-inch tire per AMA rules."

Oxley did say that items such as the laydown engines would be considered for legalization by Costa Mesa in the future, but he added that the machinery is just too new and few, if any, of the laydown machines are currently working properly.

"I don't have any knock against those bikes, but I don't think many guys can afford to make a change," Oxley said.

Having raced speedway for 21 years, two-time National Champion Bobby Schwartz is one rider who has been around long enough to experience racing on both types of tires and with both types of fuel. Schwartz sees no benefit from the proposed changes.

"With the current climate of speedway, I just don't think that you need to add expense for no extra return," Schwartz said. "The bikes are fine and they go plenty fast now. The reason we used to run nitro was because the bikes were different; the carburetion was prehistoric so we would run 10-15% in order to clean up the bottom end. When we quit running nitro, the racing was just fine. Eventually, if I have to run nitro, I will. For now, I'm just gonna ride my motorcycle."

Schwartz, like Woods, is one of the few riders that could afford to run the open rules without straining his finances.

"With my sponsors (Russell Racing), I could afford anything I want to run. We have a laydown bike now, but I still voted against the changes. More people aren't gonna come because of them," Schwartz said. "The promoters should (instead) be charging $5 per ticket and make speedway a low-dollar, family night out."

Robert Pfetzing is another top competitor and SCB rider representative who sees no problem with the rule changes. Pfetzing voted in favor of allowing them.

"Some of these promoters are struggling, and in their minds they have some idea of how they want to run," Pfetzing said. "I thought, 'Hey, go for it.' Basically, I'm just supporting their wanting to try something different. You can't stifle someone's creativity. Besides, I really think we're taking all this too seriously. Right off the bat, I'm not going to make any changes."

A 14-year veteran, Pfetzing said he believes that the riders should be able to figure the whole rules thing out for themselves.

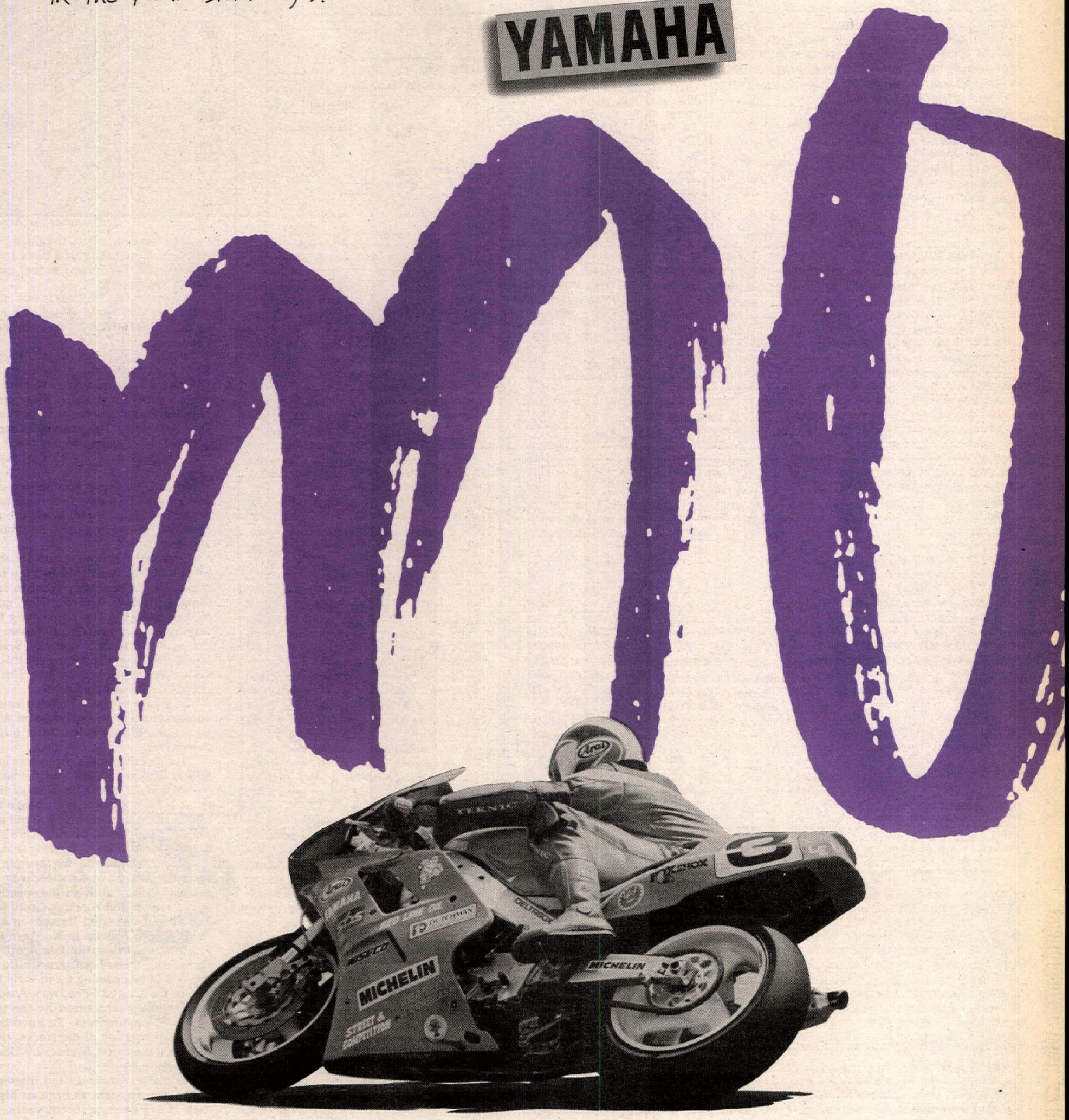
"The riders and the promoters aren't stupid. If three weeks into the season we've lost 10 riders because of these rules, I think they can still change their minds. But if it works and you put more people in the stands, the riders are going to make more money," Pfetzing said.

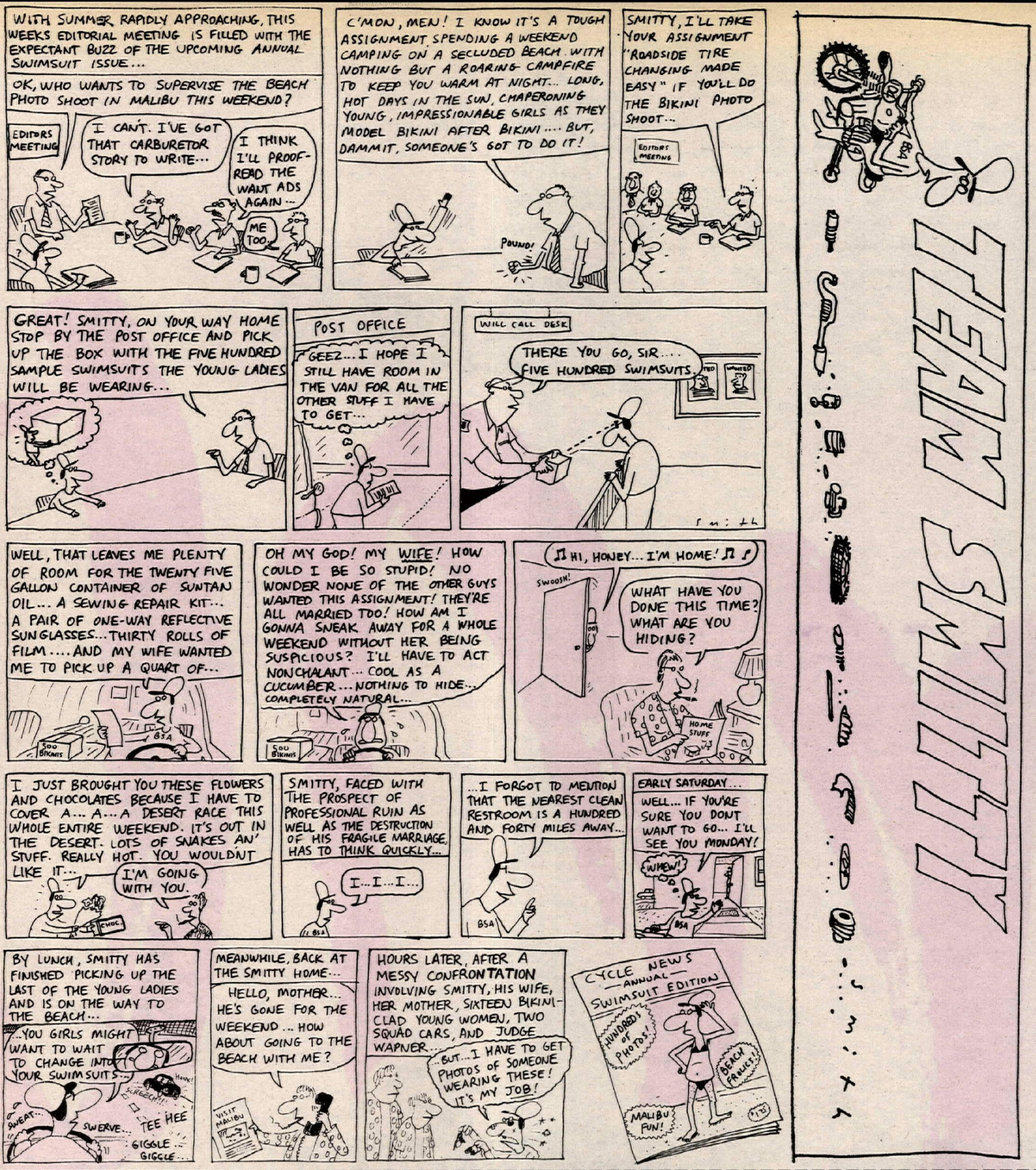
The impact that the two separate rule formulas will have on speedway will remain unclear until all the speedway tracks are up and running. Costa Mesa has already opened its season as of April 1, with Auburn in Northern California slated to start in late April. The remaining three Southern California tracks will be cranking up in early May under the United Speedway Association, a group structured by the three non-AMA promoters. To encourage their participation at the tracks, riders will be issued new licenses by USA at no charge.

No matter what, current interest in speedway appears as high or higher than it has been in recent years, and speedway will most likely remain on the motorcycling map, as it has since the '60s. Whether or not it will look more like a throw-back to the '60s is anyone's guess. Stay tuned. CN

The Unlimited Team Challenge at Pomona Fairplex started out normally enough, but in the last few minutes there wasn't an empty seat edge in the place. David Dereau kept his Dutchman Racing/Yamaha FZR1000 within respectable striking distance for the first part of the race. Then, road race veteran, Scott Gray, took over the helm and turned in a flawless ride to not only land the win for the team, but move them into first place in the point standings.

YAMAHA





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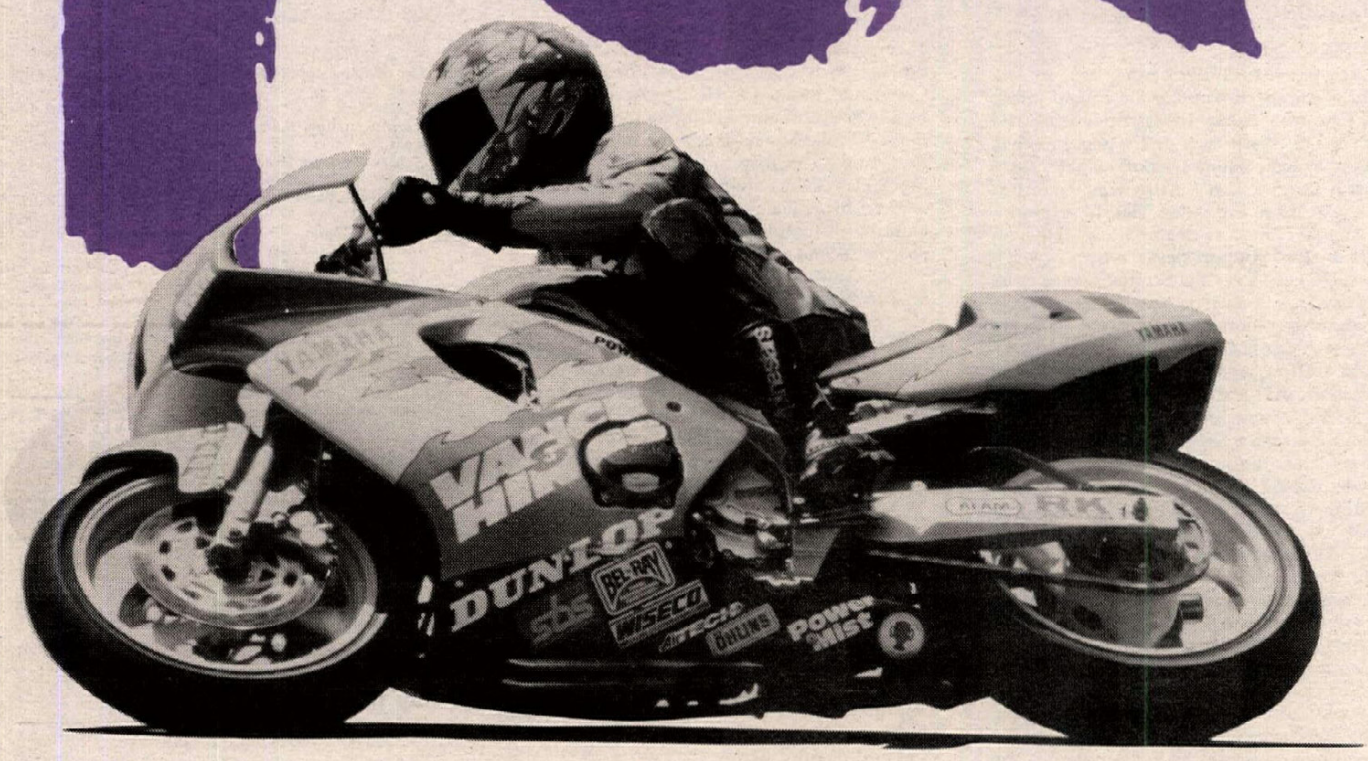
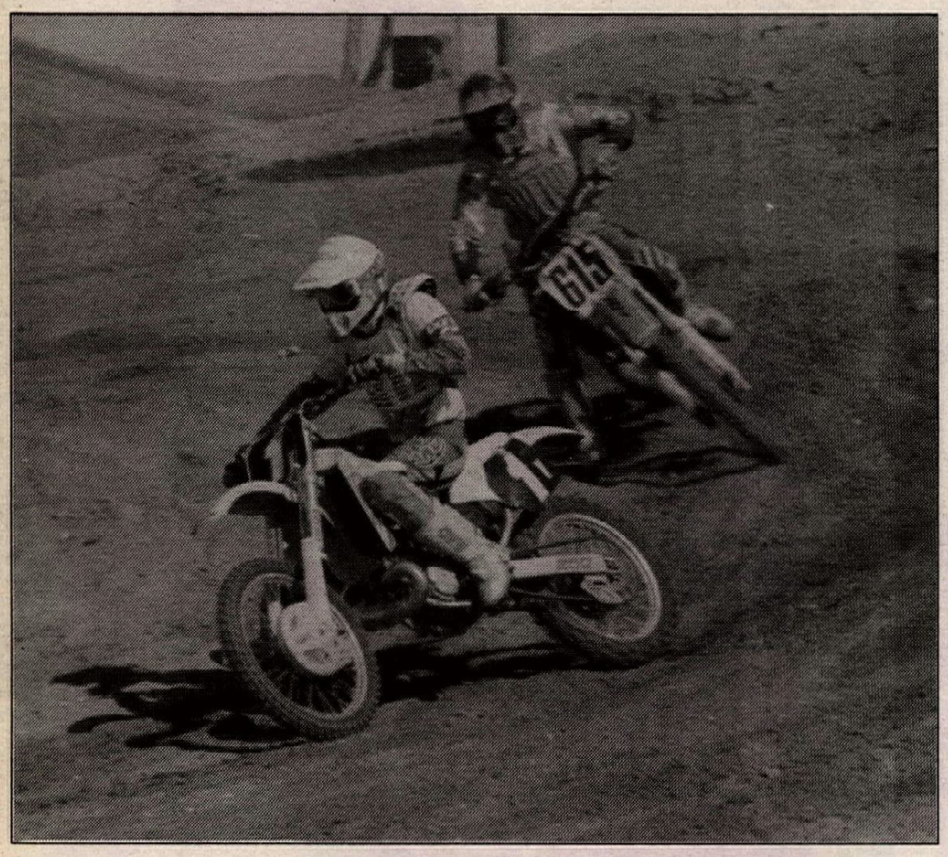


If the 600cc Supersport race at Pomona Fairplex was any indication, the '95 YZF600R and Vance & Hines/Yamaha rider Jamie James are the ultimate winning combination. Because Jamie blew past the seasoned competition to rocket them both to victory, giving the all-new bike its first win on only its third time out. From the looks of things, it's a pretty safe bet this isn't the only time you'll be seeing Jamie and the YZF600R in the winner's circle.

VANCE & HINES

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. Do not drink and ride. It is illegal and dangerous.©1994 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)



Leo Saul (1V) battled Ken Neitzel (615) in the Vet Expert class at the LACR Motocross.

Mitchell merciless at LACR MX

By Greg Robertson

PALMDALE, CA, APRIL 3

Shawn Mitchell turned a couple of holeshots into runaway victories to top California Racing Club's 125cc Beginner class at Los Angeles County Raceway.

Jonathan Schultz, Joshua Poole and Jason Hoffman trailed Mitchell after the completion of lap one in the first moto. Schultz was the first to make a move, but it was not for the better as he crashed back to seventh place. Poole inherited second place and was closing slightly on Mitchell when another rider, having overshot a previous turn, cut the track and centerpunched Poole, putting him on the ground. Mitchell suddenly had a comfortable 10-second lead over a dazed Poole, who had recovered and was just ahead of Hoffman and Tyler Buck. With three laps remaining, Mitchell had opened up too much of a gap for Poole to close, and cruised in ahead of him for the win. Hoffman came across the line third with James Newman slipping past Buck for fourth in the final stages.

Mitchell showed the field the fastest way through the first turn to get moto two started. Gabi Abayov was hot on his heels and ready to capitalize on any mistake. Buck, in third, was being pushed by Poole, until Poole went down and called it a day. Abayov made several attempts to pass Mitchell for the lead, but at the halfway point Mitchell turned up the wick and started to pull away. Mitchell rode a flawless race, easily taking the second-moto and overall win. Abayov held on for the runner-up position, but a seventh in moto one held him back to fourth overall. Buck held off Newman to finish third and pick up the second place trophy.

Results

P/W B-2: 1. Jacob Poole (Yam); 2. Aron Tomota (Yam); 3. Drew Gosselaar (Yam).

P/W B-1: 1. Troy Tittlemier (Yam); 2. Max Sweeney (Yam); 3. Heather Dubin (Yam).

P/W A: 1. Sean Collier (Yam); 2. Anthony Barbacovi (Yam).

P/W MOD: 1. Tim Kautz (Yam).

60 BEG: 1. Caleb Gosselaar (Kaw); 2. John Newman (Kaw); 3. Anthony Barbacovi (Kaw); 4. Vincent Rhoads (Kaw); 5. Aron Tomota (Kaw).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Sean Collier (Kaw).

60 (9-11): 1. Shane Smith (Kaw); 2. Johner Faulkner (Kaw); 3. Blake Mitchell (Kaw).

80 BEG: 1. Brent Lancaster (Kaw); 2. Blake Mitchell (Kaw); 3. D.J. Priputen (Suz); 4. Justin Weber (Kaw); 5. Cody Randall (Yam).

80 (7-11): 1. Todd Gosselaar (Yam); 2. Daryl Ecklund (Suz).

80 (12-13): 1. Christopher Gosselaar (Kaw); 2. Ito Posca (Yam); 3. Lars Lindstrom (Hon); 4. Kurt Long (Hon).

80 (14-16): 1. Andreu Labrador (Suz); 2. Scott Priputen (Suz).

125 BEG: 1. Shawn Mitchell (Kaw); 2. Tyler Buck (Suz); 3. James Newman (Kaw); 4. Gabi Abayov (Hon); 5. Jason Hoffman (Kaw).

125 NOV: 1. Chris Neitzel (Suz); 2. Eric Anderson (Kaw); 3. Adrian Leon (Suz); 4. Michael Rowland (Kaw); 5. Mike Collier (Kaw).

125 INT: 1. Jeff Willoh (Kaw); 2. Terrance Malan (Suz); 3. Casey Musick (Kaw).

125 PRO: 1. Erik Lindstrom (Hon); 2. Joel Tokarsky (Hon).

250 BEG: 1. John Clark (Suz); 2. Donovan Durst (Kaw); 3. David Nelson (Hon); 4. Eric Stuffmann (Hon); 5. Miguel Lavarello (Yam).

250 NOV: 1. Paul Gilmartin (Hon); 2. Dan King (Yam); 3. Andy Payne (Kaw); 4. Ray Harp (Kaw); 5. Bryan Lamborn (Yam).

250 INT: 1. Jeff Willoh (Kaw); 2. Casey Musick (Kaw).

250 PRO: 1. Peter B. Ware (Suz).

JR VET BEG: 1. Kenard Lipscomb (Suz); 2. John Erickson (Hon); 3. Eddie Buteaux (Suz); 4. Fernando Berroteran (Hon); 5. Joseph Arechiga (Yam).

JR VET NOV: 1. John Huffman (Hon); 2. John Stich (Kaw); 3. Lee Saul (Cag).

JR VET INT: 1. Mike Crosby (Kaw).

JR VET EX: 1. Jon Zahrt (Yam).

VET BEG: 1. Kurt Kliewer (Suz); 2. Larry Williams (Hon); 3. Dave Dubin (Suz); 4. Mike Ward (Yam); 5. Ress Benson (Hon).

VET NOV: 1. Randy Lippie (Yam); 2. John Stich (Kaw); 3. John Pindard (Hon); 4. Tim Mitchell (Kaw).

VET INT: 1. Joel Harriott (Yam); 2. Alex Spinelli (Yam); 3. Steve Schrobsdorf (Yam); 4. James Coppedge (Yam).

VET EX: 1. Jon Zahrt (Yam); 2. Ken Neitzel (Kaw); 3. Leo Saul (Suz); 4. Rodney Morrison (Hon); 5. Randy Tittlemier (Suz).

SR BEG: 1. Richard Bealer (Yam); Kurt Sofka (Kaw).

SR INT: 1. Bob Archer (Kaw).

SR EX: 1. Jef Harriott (Yam); 2. Mike Jervey (Yam); 3. Bob Dunham (Yam); 4. Herbert Allen (Yam); 5. Gary Davis (Hon).

Larsen opens with Costa Mesa Speedway win

By M. Sober

COSTA MESA, CA, APR. 1

Josh Larsen, who in 1993 came within one mechanical failure of winning the 21 and under World Championship in Europe, took the Scratch main event win at the Costa Mesa Speedway season opener. Another veteran of the British League, Lance King, was victorious in the eight-man, eight-lap Handicap main, while Angela Hale was deemed the winner in the crash-marred Support class main.

The 1994 version of the Scratch main differs from previous years in one distinct way. Although the duration is still four laps, there are now five participants rather than four lining up across the starting tapes. Larsen drew the inside pole position, with Mike Faria, Charlie Venegas, Bobby Schwartz and Brad Oxley fanned out to his right in the remaining four starting positions. Before the start, Bobby Schwartz jumped the gun and pushed the tapes drawing Venegas ahead in the process. Although it appeared that Venegas was the lone culprit, Schwartz was cited for the infraction and moved back to the 10-yard line. (A 1994 rule change penalizes rather than excludes a rider who touches the tapes.) Larsen was the first off the line and held a tight inside line with Venegas on his tail. As Venegas rounded turn one he seemed to lose his line with a slight bobble and had to straighten up to avoid running into Larsen. In doing so, Venegas saw the entire field race by him, effectively ending any chance he had of winning the event. Faria took quick advantage of the situation and drove hard after Larsen down the back straight with Oxley right behind him. Faria kept after Larsen for the remaining laps, trying first the outside and then the inside, but he could not reel in the smooth young veteran, and Larsen won by three lengths. Oxley maintained his position to finish a comfortable third, while fourth went to Schwartz and fifth to a disheartened Venegas.

Jake Morris (14) scored Saturday's 85cc (14-15) win at the Hidden Acres MX facility.

"Man, I was surprised to draw the pole," said Larsen. "After that, I realized I had a good shot (at winning) and just tried to make the most of it."

Larsen came back in the Handicap main event and almost won again, but came up short, finishing second to Lance King. Starting on the 30-yard line next to Andy Northrup and Brent Werner, King had only to overcome 20-yard starter Jason Chism to claim the lead, which he did by the end of lap three. Werner ran in second most of the race but eventually gave way to the pressure of Larsen on the waning laps. Once past Werner, Larsen charged after King but ran out of laps before he could do any real damage. Werner finished third while fourth place was the property of Northrup.

Results

SCRATCH: 1. Josh Larsen (Wes); 2. Mike Faria (GM); 3. Brad Oxley (Wes); 4. Bobby Schwartz (Wes); 5. Charlie Venegas (Jaw).

HDCP: 1. Lance King (Wes) 2. Josh Larsen (Wes); 3. Brent Werner (Jaw); 4. Andy Northrup (Wes); 5. Shawn McConnell (GM).

C'SHIP CHALLENGE: 1. Charlie Venegas (Jaw).

Morris finds win at Hidden Acres Motocross

By Barbara Williams
Photo by Loren Williams

KINGSPORT, TN, APR. 2-3

Nearly 550 riders from 13 states, as far-flung as Maryland, Michigan, Illinois, Alabama and Florida (with a couple riders thrown in from California), trekked to Hidden Acres MX for the facility's second annual Loretta Lynn area qualifier, and Jake Morris made the most of his ride by posting a victory in Saturday's 85cc (14-15) Stock class. The Mid-State Kawasaki/Yamaha-backed Morris dominated both motos in the class, with Justin Guthrie and Amber Hughes scoring second and third, respectively.

In Sunday's first Senior Mini moto, Morris was in the lead when his chain broke. Morris returned in the second moto to claim second in a heated battle with Walker, Scott and Guthrie, but could do no better than fifth overall.

Also on Sunday, Christopher Robertson piloted his Riverbend Racing/Shoei/Feroce Sport/Athens Sport Cycles-backed YZ to the win in the (7-8) Modified class. Robertson's closest competition came from Stephen Martin, who took the first-moto win but was forced to drop out in moto two when his machine quit. Robertson easily headed moto two, followed by Jason Wood, Rob Wooden, J. Ross Pruitt and Chase Jones.

Joshua Summey racked up double wins in 65cc Stock on Saturday and 65cc Modified on Sunday, while Jeff Gibson claimed victory in the 85cc (7-11) Stock and Modified classes, in which Summey was the runner-up. Thus continues the battle which the two had waged all year in 1993. Gibson earned bragging rights to the 65cc MegaSeries championship, with Summey just a few points behind in second for the season, so far.

Team Green's Matt Walker headed both 85cc (12-13) Stock and Modified classes, holding off rushes from Josh Scott, Paul Justus and Jon Monk.

Results

Saturday

50 (4-6) STK: 1. Michael Ridge (Yam); 2. Jordan Oxley (Yam); 3. Buddy Biagi (Yam); 4. Chris Wood (Yam); 5. Guiseppe Martucci (Yam).

50 (7-8) STK: 1. Jason Wood (Yam); 2. Christopher Robertson (Yam); 3. Shane O'Banion (Itj); 4. Zachary Lundy (Yam); 5. Ross Pruitt (Yam).

65 (7-11) STK: 1. Joshua Summey (Kaw); 2. Chad Hampton (Kaw); 3. R. Joey Garnes (Kaw); 4. Kevin Stone (Kaw); 5. Jeffrey A. Fields (Kaw).

80 U/L: 1. Brian Hodges (Yam); 2. Travis Bailey (Suz); 3. Travis Reagan (Kaw); 4. Travis West (Kaw); 5. Tanner Jones (Yam).

85cc (7-11) STK: 1. Jeff Gibson (Kaw); 2. Joshua Summey (Kaw); 3. Corey Arnold (Kaw); 4. Chad Hampton (Kaw); 5. Chris Willis (Kaw).

85cc (12-13) STK: 1. Matt Walker (Kaw); 2. Josh Scott (Yam); 3. Paul Justus (Yam); 4. Jon Monk (Hon); 5. Joshua Capps (Suz).

85cc (14-15) STK: 1. Jake Morris (Yam); 2. Justin Guthrie (Kaw); 3. Amber Hughes (Suz); 4. Brian Hodges (Yam); 5. Adam Vaughn (Kaw).

80-125cc (12-15) STK: 1. Scott McMillan (Kaw); 2. Justin Guthrie (Kaw); 3. Charley Keplinger (Yam); 4. Adam Vaughn (Kaw); 5. Jon Boruff (Hon).

WMN: 1. Amber Hughes (Suz); 2. Stacy Nodine (Suz).

125 A STK: I. Shawn Schultz (Kaw).

125 B STK: 1. Danny Haynes (Suz); 2. Kris Swaney (Hon); 3. Billy Joe West (Suz); 4. Marcus York (Yam); 5. Paige Hilliard (KTM).

125 C STK: 1. Frank Boston (Kaw); 2. Preston Rose (Kaw); 3. Rodney Wise (Suz); 4. Charley Keplinger (Yam); 5. David Owens (Hon).

250 A STK: 1. Shawn Schultz (Kaw).

250 B STK: 1. Danny Haynes (Suz); 2. Bryan Smith (Kaw); 3. Kris Swaney (Hon); 4. Marcus York (Yam); 5. Randall Rowe (Hon).

250 C STK: 1. John Clendenin (Kaw); 2. Kurt Sims (Kaw); 3. Gary Hinkle (Yam); 4. Matthew Freed (Suz); 5. Bill Viviano (Hon).

16-24: 1. Brad Edwards (Kaw); 2. Joseph Hopson (Yam); 3. Nick Turner (Suz); 4. Jeffrey Halsey (Hon).

25+: 1. Ron Jones (Hon); 2. Paul Young (Hon); 3. Randall Rowe (Hon); 4. Robert Neeley (KTM); 5. Bill Viviano (Hon).

Sunday

50cc (4-6) MOD: .1 Michael Ridge (Yam); 2. Ryan Wooden (Yam); 3. Jordan Oxley (Yam); 4. Jake Posey (Yam); 5. Christopher Wood (Yam).

50cc (7-8) MOD: 1. Christopher Robertson (Yam); 2. Jason Wood (Yam); 3. Rob Wooden (Yam); 4. J. Ross Pruitt (Yam); 5. Chase Jones (Yam).

65cc (7-11) MOD: 1. Joshua Summey (Kaw); 2. Chad Hampton (Kaw); 3. R. Joey Garnes (Kaw); 4. Jeffrey A. Fields (Kaw); 5. Matt Blevins (Kaw).

80 BEG: 1. Travis Bailey (Suz); 2. Joshua Capps (Suz); 3. Timmy Morrison (Kaw); 4. Jared Wolfe (Kaw); 5. Tanner Jones (Yam).

85cc (7-11) MOD: 1. Jeff Gibson (Kaw); 2. Joshua Summey (Kaw); 3. Chad Hampton (Kaw); 4. Corey Arnold (Kaw); 5. Chris Willis (Kaw).

85 (12-13) MOD: 1. Matt Walker (Kaw); 2. Josh Scott (Yam); 3. Paul Justus (Yam); 4. Jon Monk (Hon); 5. Hans Neel (Suz).

SR MINI: 1. Matt Walker (Kaw); 2. Josh Scott (Yam); 3. Justin Guthrie (Kaw); 4. Paul Justus (Yam); 5. Jon Monk (Hon).

125 (12-15) MOD SCHBY: 1. Jon Boruff (Hon); 2. Scott McMillan (Kaw); 3. Amber Hughes (Suz); 4. Justin Guthrie (Kaw); 5. Brad Edwards (Kaw).

125 A MOD: 1. Mike Brown (Hon); 2. Kevin Walker (Yam); 3. Nathan Ramsey (Yam); 4. Shawn Schultz (Kaw); 5. Jim Chester (Yam).

125 B MOD: 1. Jimmy Briggs (Hon); 2. Kris Swaney (Hon); 3. Phillip Myers (Kaw); 4. Jon Boruff (Hon); 5. J. Tom Ryan (Suz).

125 C MOD: 1. Frank Boston (Kaw); 2. Kurt Sims (Kaw); 3. Justin McCoy (Yam); 4. Walter JayJay Allen (Yam); 5. Jason Sain (Hon).

125 D MOD: 1. Mason Holley (Kaw); 2. Scott Seely (Hon); 3. Jeff Halsey (Hon); 4. Jeff Church (Kaw); 5. Chad Wade (Hon).

250 A MOD: 1. Mike Brown (Hon); 2. Shawn Schultz (Kaw); 3. Mike Nutter (Yam); 4. Jim Chester (Yam); 5. Nathan Ramsey (Yam).

250 B MOD: 1. Jimmy Briggs (Hon); 2. Mike Keller (Hon); 3. A. Wade Anderson (Kaw); 4. Bryan Smith (Kaw); 5. Kris Swaney (Hon).

250 C MOD: 1. John Clendennen (Kaw); 2. Justin McCoy (Yam); 3. Kurt Sims (Kaw); 4. John Ward (Suz); 5. Wesley McCoy (Yam).

250 D MOD: 1. Jerry Presley (Kaw); 2. Scott Davis (Suz); 3. Jason Strickland (Hon); 4. Chris Beddingfield (Yam); 5. Mike Taylor (Hon).

OPEN MOD: 1. Larry Sparks (Hon); 2. Chris Shortridge (Hon); 3. Ron Jones (Hon); 4. Paige Hilliard (KTM); 5. Tony Smith (Hon).

25+ A: 1. Jay Hayes (Hon); 2. Rock Wood (Suz); 3. Chris Shortridge (Hon); 4. Steve Lewis (Yam); 5. Timmie Bowman (Hon).

25+ B: 1. Larry Sparks (Hon); 2. Mike Keller (Hon); 3. Leslie Belcher (Hon); 4. Paul Young (Hon); 5. Darrell Bailey (Hon).

25+ C: 1. A. Jamie McCoy (Yam); 2. Bobby Ousley (Kaw); 3. Jim Coley (Yam); 4. Bill Viviano (Hon); 5. Joey Singleton (Hon).

30+ A: 1. Ron Jones (Hon); 2. Steve Lewis (Yam); 3. Timmie Bowman (Hon); 4. Randy Roberts (Hon).

30+ B: 1. Joe Williams (Suz); 2. Gary Graham (Hon); 3. Steve Litz (Yam); 4. Don Venable (Hon); 5. Dennis Prillaman (Kaw).

30+ C: 1. Joey Singleton (Hon); 2. Boyde Wolfe (Yam); 3. Rick Oxley (Hon); 4. Cletis Greene (Hon); 5. Gregory Price (Yam).

35+: 1. Cliff Dockery (Yam); 2. Larry Trimnal (Suz); 3. Steve St. John (Hon); 4. Johnny Gibson (Yam); 5. George Michael Jr. (Yam).

40+: 1. Robert Neeley Jr. (KTM); 2. Steve Lewis (Yam); 3. Rick Oxley (Hon); 4. Boyde Wolfe (Yam); 5. Terrell Welborn (Suz).

48+: 1. Terrell Welborn (Suz); 2. Ted Shortridge (Suz).

U/L AM: 1. Bryan Smith (Kaw); 2. Jay Hayes (Hon); 3. Jeff LaFleur (Hon); 4. Billy Joe Wood (Suz); 5. Jason Sain (Hon).

4-STRK: 1. Bobby Ousley (Yam); 2. Robby Dyer (Suz); 3. Stephen Tipton (Hon); 4. Jason Strickland (Hon); 5. Jeff Warren (Suz).

ENDR-N/C: 1. Cletis Greene (Hon); 2. David Whitson (Hon); 3. Tommy Hicks (Yam); 4. Jeff Bush (Suz); 5. Marty Scism (Hon).

Hunter dominates Outlaw Motocross opener

By Kelly Kisicki

WESTMORELAND STATE, KS, MAR. 27

The BAK Suzuki/Pro Circuit/Acerbis/Maxima Lubricants/Tucker Rocky-sponsored Chris Hunter dominated the first Outlaw Series MX race, winning all six motos in the three classes in which he competed.

The first moto of the day was for the 125cc Pro class. When the gate dropped it was Marty Cason nailing the holeshot followed by Hunter and Trent Hansen. Cason's lead lasted until the whoop section where Hunter caught up and passed him at the end of the section. Hansen

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also began to pressure Cason, and by the third lap had pushed him back to third place. Two turns later, Cason was back on Hansen's rear wheel. By the next straightaway, Cason motored by Hansen to take back second place. Hunter took the win followed by Cason, but Hansen ended up with a DNF due to mechanical problems.

The second-moto start was a repeat of the first moto with Cason pulling a large holeshot. By the end of the second lap, Cason had put considerable time between himself and the second place rider, Hunter. On the third lap, Hunter's pit board read, "You're slacking." Hunter picked up the pace immediately and passed Cason through the whoops on lap five to take the win.

The first moto of the 250cc Pro class was also dominated by Chris Hunter, who led from the first turn to the checkered flag. Hansen narrowly edged out Chad Spidell for second place. The second 250 moto was led by Hansen, who immediately opened up an eight-second lead. He was pulling away from Hunter, who was in second place, when Hunter suddenly kicked in the afterburners and in two laps caught Hansen by double-jumping two huge singles that were never intended to be doubled. Hansen caught on to the time-saving maneuver, and he, too, doubled it. But it was not enough to hold off the hard-charging Hunter, who out-jumped him after a small tabletop and pushed Hansen out in the next turn. Hunter maintained his charge until the checkered flag to win, with plenty of time over Hansen in second place.

Results

P/W: 1. Alan Peterson (Yam); 2. Trent Mermis (KTM); 3. Joshua Kulick (Yam); 4. Jacob Gragg (Yam); 5. Josh Adams.

60: 1. Travis Murray (Kaw); 2. Mark Schafman (Kaw); 3. Tanner Mulford (Kaw); 4. Ryan Lile (Kaw).

80: Nick Delozier (Kaw); 2. Jason Bartley (Kaw); 3. Chris Hoover (Hon); 4. Andrea Ayers (Hon); 5. Kyle Harton (Hon).

80 B: 1. Andrew Wieckhorst (Hon); 2. Stuart Raaf (Kaw); 3. Dusty Blake (Hon).

80 ADV: 1. Jason Buggi (Hon).

80 OPEN: 1. Andrew Wieckhorst (Hon); 2. Nick Delozier (Kaw); 3. Jared Schroeder (Hon); 4. Chris Hoover (Hon); 5. Stuart Raaf (Kaw).

125/250 BEG: 1. Matthew Kitsmiller (Hon); 2. Leonard Berz (Hon); 3. David Mitchell (Suz); 4. Brian Huff (Yam); 5. Chad Cooper (Kaw).

125 C: 1. Tyson Chamberlain (Yam); 2. Carl Keough (Kaw); 3. Chris Knox (Kaw); 4. Eric Justis (Kaw); 5. Jeff Patchin (Hon).

125 B: 1. Bill Holding (Suz); 2. Jason Magnett (Hon); 3. Jim Frech (Kaw); 4. Stacy Ayres (Suz); 5. Tim Peterson (Suz).

125 A: 1. Chris Hunter (Suz); 2. Marty Cason (Suz); 3. Stuart Rafos Jr. (Hon); 4. Chad Spidell (Kaw); 5. Steve Howe (Kaw).

250 C: 1. Phillip Brooks (Yam); 2. Robert Payne (Hon); 3. Billy Pazdera (Kaw); 4. Brian Kerns (Kaw); 5. Mike Brooks (Hon).

250 B: 1. John Packard (Hon); 2. Doug Giles (Kaw); 3. Tony Groves (Suz); 4. Jeff Hoover (Hon).

250 A: 1. Chris Hunter (Suz); 2. Trent Hansen (Hon); 3. Chad Spidell (Kaw); 4. Dan Wallace (Kaw); 5. James Svoboda (Hon).

VINT: 1. Craig Pohlmann (Suz).

OPEN OUTLAW: 1. Chris Hunter (Suz); 2. Marty Cason (Suz); 3. Steve Howe (Kaw); 4. Bill Holding (Suz); 5. Jason Magnett (Hon).

VET B: 1. Mark Stice (Hon); 2. Bruce Clarke (Kaw); 3. Mike Hughes (Hon); 4. Tony Groves (Suz); 5. Craig Swartz (Yam).

40+: 1. Ray Keough (Kaw).

Morris dusts competitors at Pahrump Desert Race

By Betty C. Calman

PAHRUMP, NV, MAR. 26

Scott Morris made it look easy as he took first overall in the 250cc Expert class at the Last Chance Hare Scrambles near Pahrump in southern Nevada.

The desert race, the second in the Motorcycle Racing Association of Nevada (MRAN) series, was described by one race official as "30 miles of course and 40 miles of rocks." Expert and amateur classes rode a total of 60 miles to complete the course, while novices rode 45 miles.

The race got under way as riders left the start line in pairs at 30-second intervals. Morris, on his Team Green Kawasaki/Duralube/FMF/Sprocket Specialists/Tsubaki/Art Lanier Suspension & Motor/Thor/Bell/Parts Unlimited/Kevco-Stubbs/IMS/Dunlop/Acerbis/MTC-sponsored Kawasaki got the holeshot over Brian Miller and maintained the lead as he blasted his way through the rocky, and often silty, terrain to win the competition by several minutes. Morris, who holds the MRAN Open Expert number-one plate, credited his win to being one of the first riders off the start line.

Separate races were held for the 50-60cc and 80cc bikes. The popular Pearson family was well represented with wins in the 60cc Expert class by Russell Pearson and in the 80cc Expert class by his brother, Travis. Another member of the Pearson clan, Nick, took fourth place in the 250cc Expert class.

Results

OPEN EX: 1. Scott Morris (Kaw); 2. Brian Miller (Kaw); 3. Mark Morris (Hon); 4. William O'Hara (KTM); 5. Daryl Folks (KTM).

250 EX: 1. Henry Finn (Suz); 2. Todd Abratowski (Kaw); 3. Joseph Meyer (Suz); 4. Nick Pearson (KTM); 5. Jeffe Heers (ATK).

125 EX: 1. Steve Tischnor (Suz); 2. Gregg Smith (Suz); 3. David Ziegler (Suz).

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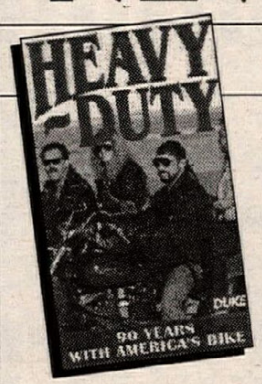

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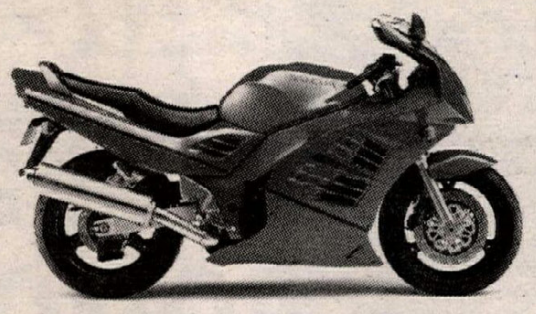

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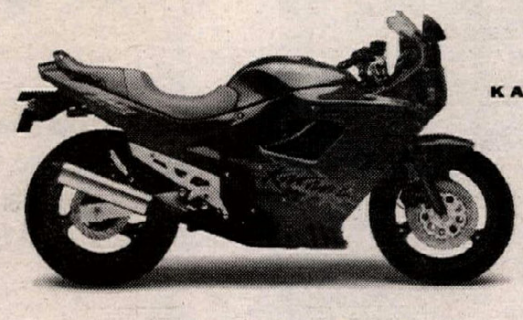

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(Above) Brian Cournoyer (614) led the Youth B field early during action at the NESC MX opener in Middleboro, Massachusetts. (Below) Jim Neese (88) diced with Chuck Shirley (545) in the 125cc A class at Devil's Ridge MX. Neese raced to the overall win in the class.

80 EX: 1. Russell Pearson (KTM).
60 EX: 1. Travis Pearson (Kaw).
50 EX: 1. Kyle Shearer (KTM).
30+ EX: 1. Butch Laswell (Hon); 2. Jeff Fegert (Kaw); 3. Jeffrey Phillips (KTM).
38+ EX: 1. Jay Vicker (Hon); 2. Nick Tanner (Kaw); 3. Richard Welch (Kaw); 4. John Reo (KTM); 5. Tom Jepson (ATK).
4-STRK EX: 1. Scott Glimp (Hus); 2. Glenn Taylor (Hus).
OPEN AM: 1. Joe Amey (Hon); 2. Shawn Fairbairn (Hon).
250 AM: 1. Jon Forsberg (Hon); 2. John Flanigan (Kaw); 3. Mitchell Noorda (Kaw); 4. Donald Burnett (Yam); 5. David Vogt (Kaw).
125 AM: 1. Danny Linnell (Kaw).
30+ AM: 1. Vincent Reger (KTM); 2. Paul Walker (Kaw); 3. Dan Powers (Hus).
48+ AM: 1. John Wheeler (Suz).
50 AM: 1. Tyler Wallis (KTM); 2. Jared Beard (KTM); 3. Zachary Gosnell (Yam).
4-STRK AM: 1. Darrell Kahre (Hon).
250 NOV: 1. Jeff Ward (Suz); 2. Matt Gosnell (Kaw); 3. Tod Anderson (Suz); 4. J. C. Martinez (Kaw); 5. Kenny Lommis (Hon).
125 NOV: 1. Tyler Frehner (Kaw); 2. Michael Reo (Suz) 3. Waylon Shaw (Kaw); 4. Matthew Brown (Kaw); 5. Josh Erickson (KTM).
80 NOV: 1. Matt Adams (Yam); 2. David Person (Suz); 3. Ronnie Kircher (Hon); 4. Duane Cope (Hon); 5. Justin Harelson (Suz).
60 NOV: 1. Kyle Gibson (Yam).
30+ NOV: 1. Marc McManus (KTM); 2. Cory Ayres (Hon); 3. Mark Franks (KTM); 4. John Clark (Hon); 5. Koby Kischer (KTM).
4-STRK NOV: 1. Mark Cole (Hon).

Barton, Austin swap NESC Motocross wins

By Steve Kelley

MIDDLEBORO, MA, MAR. 27

During a cold, wet NESC season opener at the Middleboro MX facility, Brian Austin and Pat Barton swapped first-and second-place positions in the 125cc and 200cc Expert classes, with Austin taking the 125cc win, and Barton grabbing the 200cc victory.

After Barton's win in the first 125cc Expert moto, Honda rider Austin nailed the holeshot in the second moto and never looked back. Barton was in third behind Joe Mikalson through the first turn, but quickly ran him down within the first lap to take over second. Although Barton never lost sight of Austin during the race, he wasn't able to make up the distance before the finish. Suzuki-mounted Ted D'Onofrio finished third.

In the 200cc Novice action, Yamaha rider Jason Hargraves grabbed the lead followed by Bill York, on a Honda. But Hargraves couldn't keep up the pace for the duration, and York hunted him down on the last lap for the win.

Matt Zicaro took the holeshot in moto one of the 125cc Youth A class, but his lead was brief. Ryan Kaichen hammered past second-place rider Pat Outericky and then Zicaro to take over the lead. Shane O'Connor, on a Suzuki, quickly moved up through the pack to put the pressure on Outericky for second, making his move on the back straight to take possession, while Kaichen scored the win. In moto two, Kaichen holeshot the field and ran away with the moto to secure the overall win. O'Connor was in the hunt for a good overall finish but crashed, allowing Outericky to secure second place overall via 2-3 moto scores.

Results

85 FEMALE: 1. Stephanie Perron (Suz); 2. Teresa Szczepanski (Hon); 3. Bethany Smith (Kaw).
85 C: 1. Jody Galemba (Kaw); 2. John Carroll (Yam); 3. David Aaskov (Kaw); 4. David Berthiaume (Hon); 5. George Brown (Yam).
85 B: 1. Ben McCarthy (Suz); 2. Jeff Cook (Yam); 3. Jeff Bryant (Suz); 4. Jody Galemba (Kaw); 5. John Carroll (Yam).
85 A: 1. Ben McCarthy (Suz); 2. Steve Walsh (Suz); 3. Jeff Cook (Yam); 4. Dan Pepoon (Suz); 5. Jody Galemba (Kaw).
125 YTH C: 1. Jeff St. Pierre (Suz); 2. James Mahoney (Hon); 3. Matt Gronowicz (Hon); 4. Jason Lee (Hon); 5. Casey Bates (Kaw).
125 YOUTH B: 1. Brent McIntyre (Hon); 2. Mike Willett (Suz); 3. Bryan Cournoyer (Yam); 4. Jeremy Pikul (Yam); 5. Rick Mooney (Suz).
125 YOUTH A: 1. Ryan Kaichen (Kaw); 2. Pat Outericky (Hon); 3. Chris Findley (Suz); 4. Ryan Hedges (Suz); 5. Matt Zicaro (Suz).
125 C: 1. Phil Ficazzola (Yam); 2. Greg Thorsell (Yam); 3. Mike Letende (Suz); 4. Jeremy Hill (Suz); 5. Shane Diitka (Kaw).
125 B: 1. Brian Berry (Hon); 2. Matt Tremblay (Suz); 3. Charles Morin (Suz); 4. John Silva (Hon); 5. Ted Moneghan (Hon).
200+ C: 1. Eugene Ellis (Kaw); 2. Bill York (Hon); 3. Mike Kipp (Hon); 4. Jim Witunsky (Hon); 5. Charles Hathaway (Kaw).
200+ B: 1. Mike Psaledas (Suz); 2. Al Coroner (Hon); 3. Ed Hololob (Kaw); 4. Robert Foster (Hon); 5. Steven Jason (Suz).
30+ C: 1. Bob McNamara (Hon); 2. Mike Forget (Yam); 3. Gary Bannister (Kaw); 4. Steve Chin (Yam); 5. David Pratt (Hon).
30+ B: 1. Ted Angelakis (Yam); 2. Mark Hangos (Suz); 3. John Becker (Yam); 4. Gene Garneau (Hon); 5. George Barrett (Kaw).
30+ A: 1. Joe Mikalson (Hon); 2. John Camelio (Hon); 3. Bob Maihos (Hon); 4. Jim Meenan (Suz); 5. Mike Cook (Suz).
40+: 1. Gary Mikalson (Hon); 2. John Delgrosso (Kaw); 3. Merle Monroe (Kaw); 4. Will Michalak (Yam).
35+ B: 1. John Becker (Yam); 2. Joe Alfieri (Yam); 3. Robert Baer (Kaw); 4. Carl Dewill (Hon); 5. Jonathan Fryl (Hon).
35+ A: 1. Jim Meenan (Suz); 2. Bob Maihos (Hon); 3. Jon Arndt (Hon); 4. Don Taylor (Kaw); 5. Norm Hebert (Suz).
125 PRO: 1. Brian Austin (Hon); 2. Pat Barton (Suz); 3. Ted D'Onofrio (Suz); 4. Jim Brothers (Kaw); 5. Jeff Carmignani (Hon).
200 PRO: 1. Pat Barton (Suz); 2. Brian Austin (Hon); 3. Ted D'Onofrio (Suz); 4. Joe Mikalson (Hon); 5. Mike Perron (Hon).

Neese, Bell storm Devil's Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, APR. 3

Jim Neese rolled into Devil's Ridge Motocross and took his Team Green/O'Neal/Barrs Comp/Hammerhead Graphics/Tsubaki/Arai/Scott/Dunlop-backed Kawasakis to a clean sweep of the 125 and 250cc A classes, handily walking away with all four wins. Neese's effort netted him a quick $600 out of the $2000 Pro purse.

Bobby Stovall was about the only rider to get close to Neese in any of the four Pro motos and finished in the runner-up spot three out of four times to capture second overall in both divisions.

In the 250cc A class, Neese hammered the competition in moto one, but had to earn his place on the podium in the second moto, as the competition tightened up considerably. Lee Walston made a great return to motocross, after a severe back injury had put him on the sidelines, and pulled a strong second-place start to Neese in moto two. Walston fought off many pass attempts from a host of riders that included Kirk Johnson, Stovall, Scott Shipley and A class newcomer David Price. The five-way battle in this moto was the best of the day, with Neese again scoring the win while Walston held on for the runner-up spot in just his second moto in two-and-a-half years. Stovall finished third in the moto with Johnson and Shipley rounding out the top five.

Derreck Bell was able to pilot his KX60 to first in the 65cc (7-11) class via a 2-1 score over Nicholas Warner. Virgina rider Stephen Grimes took the holshot as moto one got off the line with Warner and Bell in tow. Grimes led the first circuit before he took a spill and dropped back out of the top five, handing the lead to Warner. Bell wasted little time displacing Warner for the top spot, but Warner shot right back to regain the lead before the end of lap two. Warner was able to hold off Bell to the flag for the win with Grimes in third. Moto two was a Derreck Bell runaway, with Bell taking the holeshot and never looking back on his way to the moto win and the State Championship. Grimes put on a hard charge to catch Bell, but could not manage to move himself close enough to pass and had to settle for second over Warner, whose first-moto win was enough to net him second overall even with Grimes taking runner-up in moto two.

Results

50: 1. Jake Griffis (KTM); 2. Binny Orrell (Yam); 3. Tyler Brewer (Yam); 4. Eric Brown (Yam); 5. Joshhua Jordon (Yam).
65 (7-11): 1. Derreck Bell (Kaw); 2. Nicholas Warner (Kaw); 3. Stephen Grimes (Kaw); 4. Daniel Tessneer (Kaw); 5. Kenneth Watrous (Kaw).
85 (7-11): 1. Derreck Bell (Kaw); 2. Corey King (Kaw); 3. Rick Rikard; 4. Daniel Tessneer (Kaw); 5. Johnathan Angel (Kaw).
85 (12-15): 1. Marcus Hedrick (Suz); 2. Eric Barnes (Suz); 3. Jered Black (Suz); 4. Casey Barnes (Suz); 5. Martin Pence (Kaw).
S/MINI: 1. Eric Barnes (Suz); 2. Jered Black (Suz); 3. Casey Barnes (Suz); 4. Martin Pence (Kaw); 5. Jeff Rogers (Suz).
SCHBY: 1. Marcus Hedrick (Suz); 2. Chris Armstead (Yam); 3. James Shirley (Yam); 4. Curt Irscoe (Kaw).
125 A: 1. Jim Neese (Kaw); 2. Bobby Stovall (Kaw); 3. David Price (Hon); 4. Chad Newton (Suz); 5. Sean Skutnik (Suz).
125 B: 1. Jacob Dombrosky (Suz); 2. Larry Andrews (Suz); 3. Tracy Barnett (Hon); 4. Lee Williams (Kaw); 5. Andy Caldwell (Suz).
125 C: 1. Marcus Hedrick (Suz); 2. Caven Woodruff (Kaw); 3. Jason Branson (Kaw); 4. Chap Harkrader (Suz); 5. Chris Baldwin (Hon).
250 A: 1. Jim Neese (Kaw); 2. Bobby Stovall (Kaw); 3. Lee Walston (Yam); 4. David Price (Kaw); 5. Kirk Johnson (Yam).
250 B: 1. Stacey Barnett (Hon); 2. Tildon Styron (Suz); 3. Chris Wagner (Kaw); 4. Michael Milen (Hon); 5. Mark Tinnin (Hon).
250 C: 1. Caven Woodruff (Kaw); 2. Ashley Brewer (Suz); 3. Mike Ciccotto (Hon); 4. Scott Linkous (Suz); 5. Tom Heitcher (Hon).
U/L: 1. Jacob Dombrosky (Suz); 2. Stacey Barnett (Hon); 3. Tracey Barnett (Hon); 4. Ned Blackwelder (Suz); 5. Jason Baldwin (Kaw).
25+: 1. Larry Andrews (Suz); 2. Scott Shipley (Suz); 3. Chris Wagner (Kaw); 4. Jay Hauser (Suz); 5. Craig Johnson (Yam).
30+: 1. Scott Shipley (Suz); 2. Jay Hauser (Suz); 3. Chris Brewer (Yam); 4. Derrell Bell (Hon); 5. Barry Nelson (Hon).
40+: 1. Ed Donaldson (Suz); 2. Ed Quost (Suz); 3. Jimmy Evers (Yam).
35+: 1. Chris Brewer (Yam); 2. Derrell Bell (Hon); 3. Dennis Hilto (Hon); 4. Stuart English (Hon); 5. Wayne Boyd (Hon).
OPEN AM: 1. Beecher Simmons (Hon); 2. Kevin Rothrock (Hon).

McAlister cleans up at Horn Rapids Motocross

By Brian Koons

RICHLAND, WA, MAR. 27

The sandy soil and high speeds of Horn Rapids seemed to suit the riding style of Suzuki-mounted Chaun McAlister just fine as he won both the 125 and 250cc Pro classes at round two of the Spring Super Series MX at the Horn Rapids ORV Park. Marc Henderson won the highly competitive 125cc B and Combined B classes, and Mark Stodel topped the field in the 250cc C class.

The first 125cc Pro moto got off with Kawasaki-mounted Dan Ulven pulling the holeshot and McAlister settling into second. Ulven definitely earned the moto win by fending off the advances of McAlister, who never seemed more than a second behind. Moto one of the 250cc Pro saw Ulven going down hard on the first lap, which allowed McAlister to cruise in for the moto win without much of a challenge. Ulven was back and ready for the second 125cc moto, but this time McAlister got the holeshot and had pulled out a comfortable lead by the time the checkered flag waved. Ulven finished second and Suzuki rider David Bailey took third.

As usual, the 125cc B class was full of excitement. Marc Henderson got the holeshot on his Suzuki, while Emil Barber wasted little time placing his Honda into second. The two remained in this position until Henderson got off with just over a lap to go. Barber took the win with Henderson remounting in time to hold onto second, with Honda-mounted Jesse Hurst finishing third. Moto two had Barber taking the holeshot with Henderson, Hurst, and Honda-mounted Mike Finney in hot pursuit. Before the first lap was over, Barber drifted wide in a fast sweeper, opening the door for Henderson to take over. As the laps wore down, the floundering Barber started losing ground to Hurst and Finney, who were battling for third. With a lap to go, another bobble by Barber planted him on the ground and Hurst moved into second. By the checkered flag, Finney put a move on Hurst, displacing him to third, while Barber easily held on for fourth.

The 250cc C class saw Jim Barbuscia leading the early laps before fading back to fourth. Alan Dosch and Mark Stodel, both on Hondas, finished second and third, respectively, but the prevailing rider in the first moto was James Cleveland, who got off to a mediocre start, then worked his way through the pack to win the moto. Fourth place was the best Cleveland could muster in moto two, however, and Stodel took the win and the overall. Dosch again took second, while KTM-mounted Chris Nelson crossed the line third.

Results

P/W: 1. D.J. Skellenger (Yam); 2. Andy Nill (Yam); 3. Scott Gerken (Yam).
60 (1-8): 1. Kyle Harris (Kaw); 2. Casey Evans (Kaw); 3. D.J. Skellenger (Kaw).
60 (9-11): 1. Tommy Austao (Kaw); 2. Brandon Patton (Kaw); 3. David Rose (Kaw).
MINI C: 1. Shawn Gilbert (Yam); 2. Anthony Eppers (Yam); 3. Derek Lusk (Hon).
MINI B: 1. Robby Arlynn (Yam); 2. Derick Driggs (Yam); 3. Tim Zike (Suz).
125 C: 1. Jim Stein (Hon); 2. David Boderick (Kaw); 3. Christopher Harris (Hon).
125 B: 1. Marc Henderson (Suz); 2. Emil Barber (Hon); 3. Jesse Hurst (Hon).
125 A: 1. Cory Bauder (Kaw); 2. Eric Waunch (Hon); 3. Jimmy Lamastus (Yam).
125 PRO: 1. Chaun McAlister (Suz); 2. Dan Ulvin (Kaw); 3. David Bailey (Suz).
250 C: 1. Mark Stodel (Hon); 2. Alan Dosch (Hon); 3. James Cleveland (Yam).
250 B: 1. Scott Reiman (Yam); 2. Travis Mullins (Suz); 3. Mark Jordan (Suz).
250 A: 1. Brent Wurz (Suz); 2. Shane Heberlein (Suz); 3. Ron Thalheimer (Suz).
250 PRO: 1. Chaun McAlister (Suz); 2. Brett Brench (Hon); 3. Mark Olberding (Kaw).
500 C: 1. Rigel Woods (KTM); 2. Lennie Hawkins (KTM); 3. Mark Morris (Hon).
500 B: 1. Sein Straume (Kaw).

BEG: 1. Chris Mullinnex (Kaw); 2. Don Donais (Hon); 3. Mitch Newhouse (Hon).

COMB C: 1. David Boderick (Kaw); 2. Chris Nelson (KTM); 3. Jim Stein (Hon).

COMB B: 1. Marc Henderson (Suz); 2. Damon Broers (Hon); 3. Steve Skellenger (Suz).

COMB A: 1. Cory Bauder (Kaw); 2. Brent Wurz (Suz); 3. Shane Heberlain (Suz).

UTH C: 1. Nick Myers (Hon); 2. Ralph Barnes (Suz); 3. Brett Lamar (Kaw).

UTH B: 1. Mike Morgan (Suz); 2. Brad Green (Suz); 3. Robert Christensen (Suz).

VET C: 1. Jurtis Johnson (Suz); 2. Brad Carver (Hon); 3. Alan Hammack (Hon).

VET B: 1. Craig Stanaway (Yam); 2. Kevin Logsdon (Hon); 3. Tom Hilker (Hon).

VET A: 1. Mark Olberding (Kaw); 2. Jay Bird (Suz); 3. Dave Silvestri (Suz).

OT C: 1. Jerry Dewitt (Hus); 2. Bruce Rex (Kaw); 3. Bill Ridenour (Suz).

OT B: 1. Tom Landsford (KTM); 2. Joe Carder (Kaw); 3. Tom Harris (Hon).

OT A: 1. Rick Kelly (Kaw).

Murphy masters Heartland Park Road Race

By Bob Applegate

TOPEKA, KS. APR. 2-3

American Flyers racer Mike Murphy bagged the trophies and cash for his five wins at Heartland Park Topeka's Championship Cup Series opener.

In Saturday's Solo GTU race, Murphy was bettered by teamate Todd Harrington while number-one plated Tom Girard set the pace in the GTO race, winning in his first ride ever at the 2.5 mile course.

Sunday's weather was cool and dry, providing much better racing. The day's opener saw Colorado racer Steve Cottrell pull a slingshot pass at the flag to edge fellow MRA racer Dennie Burke for the win and top Suzuki prize money of $500. Murphy turned the tables on Harrington in the Middleweight Superbike event, towing Harrington, Girard and Rosno across the line after six laps of follow the leader.

Murphy, on his '94 CBR600 Honda, proved faster than anyone else time and time again as he snatched top Kawasaki prize money away from Dave Rosno in both Middleweight and Heavyweight Supersport competition, dominating both races from start to finish. In Middleweight GP, Rosno, the local number-one plated rider, got a great start but was passed by Murphy before the end of the first lap. Murphy took the lead and never looked back, beating several of the Midwest's top riders across the line for win number four.

Local rider Shane Clarke proved himself King of 400cc racing by winning both the Lightweight Supersport and Superbike classes in defending his '93 Championships.

The Heavyweight Superbike race became a shootout between Tom Girard and Rosno. Leading flag to flag, Rosno was followed closely by Girard with Clarke in third on a 600 Honda."Rosno did me a great favor by showing me the way around this place," Girard said.

The weekend wrapped up with the Unlimited GP race. Thirty-two machines took to the grid with each rider hoping for a share of the $1,000 in prize money. Dennie Burke led off the line with Girard and Murphy in hot pursuit. By lap two, Murphy had dived past Burke on his big 1100, with Girard, Conrad, Clarke, and Rosno still following. Girard dogged Burke until he was able to get around on lap nine to take over second. Murphy crossed the line first and netted $250 for the win.

Results

AM LW SS: 1. John Layton (Yam); 2. Daniel Matt (Kaw); 3. Timothy Hirchert (Yam); 4. Troy Keefer (Hon); 5. Joseph Dino (Yam).

EX L/W SS: 1. Shane Clarke (Yam); 2. Brian Conley (Yam).

AM M/W SS: 1. Jeff Patterson (Hon); 2. John Layton (Hon); 3. Dennis Debuhr (Hon); 4. Sean Goff (Hon); 5. Scott Herbst (Hon).

EX M/W SS: 1. Mike Murphy (Hon); 2. Dave Rosno (Kaw); 3. Todd Harrington (Hon); 4. Shane Clarke (Hon); 5. Shawn Conrad (Hon).

AM H/W SS: 1. Sean Goff (Hon); 2. Jeff Patterson (Hon); 3. Dennis Debuhr (Hon); 4. Mark Kelly (Hon); 5. Scott Herbst (Hon).

EX H/W SS: 1. Mike Murphy (Hon); 2. Dave Rosno (Kaw); 3. Steve Cotrell (Suz); 4. Dennie Burke (Suz); 5. Brad Dunkel (Yam).

U/L SS: 1. Steve Cotrell (Suz); 2. Dennie Burke (Suz); 3. Jason Brookshaw (Hon); 4. Todd Kittinger (Suz); 5. Dave Rosno (Kaw).

EX L/W GP: 1. Brian Okubo (Yam); 2. Quinn Swift (Yam); 3. Mike Messer (Yam); 4. Dave Rosno (Yam); 5. Glen Christianson (Yam).

AM L/W GP: 1. Paul Gardalen (Yam); 2. Greg Bender (Yam); 3. Timothy Lester (Yam); 4. Brian McLaughlin (Yam); 5. Darin Donnelly (Kaw).

EX M/W GP: 1. Mike Murphy (Hon); 2. Shawn Conrad (Hon); 3. Dave Rosno (Kaw); 4. Tom Girard (Hon); 5. Rick Breuer (Hon).

AM M/W GP: 1. Paul Gardalen (Yam); 2. Jeffry Adam (Yam); 3. Sean Goff (Hon); 4. Mark Kelly (Hon); 5. Dennis Debuhr (Hon).

U/L GP: 1. Mike Murphy (Hon); 2. Tom Girard (Hon); 3. Dennie Burke (Suz); 4. Shawn Conrad (Hon); 5. Dave Rosno (Kaw).

AM L/W S/BK: 1. Douglas Ousley (Kaw); 2. Jeff Swan (Yam); 3. Timothy Lester (Yam); 4. Matthew Kemsuzian (Kaw); 5. Jeff Abels (Kaw).

EX L/W S/BK: 1. Shane Clarke (Yam); 2. Brian Conley (Yam); 3. Bennett Brilhart (Yam); 4. Michael Lower (Yam); 5. Patrick Ryder (Kaw).

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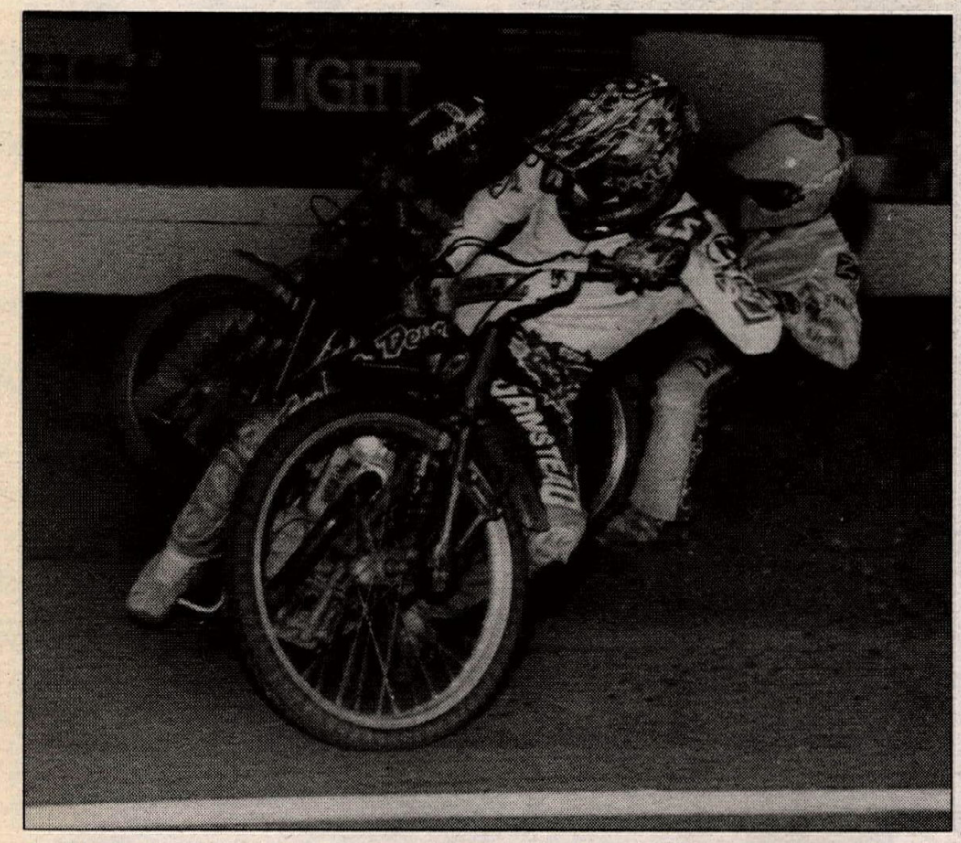


Josh Larsen (middle) remained undefeated in Scratch racing at Costa Mesa Speedway.

AM M/W S/BK: 1. Sean Goff (Hon); 2. Scott Herbst (Hon); 3. Adam Boklage (Yam); 4. Todd Fischer (Yam); 5. Shane Wolf (Hon).

EX M/W S/BK: 1. Mike Murphy (Hon); 2. Todd Harrington (Hon); 3. Tom Girard (Hon); 4. Dave Rosno (Kaw); 5. Shane Clarke (Hon).

AM H/W S/BK: 1. Shannon Ball (Kaw); 2. Mark Heinen (Suz); 3. Steve Haesemeyer (Suz); 4. Lane Geiter (Hon); 5. Adam Boklage (Yam).

EX H/W S/BK: 1. Dave Rosno (Kaw); 2. Tom Girard (Hon); 3. Shane Clarke (Hon); 4. Michael Ruehle (Kaw); 5. Brad Dunkel (Yam).

EX SOLO GTO: 1. Tom Girard (Hon); 2. Louis Glass (Hon); 3. Chris Pauli (Hon); 4. Pat Lamb (Hon); 5. Larry Denning (Hon).

AM SOLO GTO: 1. Shannon Ball (Kaw); 2. Jim Dominique (Suz); 3. Mark Heinen (Suz); 4. Sean Goff (Hon); 5. Pat Cahalane (Kaw).

EX SOLO GTU: 1. Todd Harrington (Hon); 2. Mike Murphy (Hon); 3. Larry Denning (Hon); 4. James Milroy Jr. (Kaw); 5. Quinn Swift (Yam).

AM SOLO GTU: 1. Jett Patterson (Hon); 2. Dennis Debuhr (Hon); 3. Scott Herbst (Hon); 4. Greg Bender (Yam); 5. Todd Fischer (Yam).

EX H/W S/TW: 1. Mike Peterson (Hon); 2. Mark Bennett (Suz); 3. Eric Kemsuzian (Kaw); 4. Kris August (Hon); 5. Todd Nordby (Kaw).

AM H/W S/TW: 1. Darin Donnelly (Kaw); 2. Greg Feild (Duc); 3. Matthew Kemsuzian (Kaw).

EX L/W S/TW: 1. Mark Bennett (Suz); 2. Patrick Ryder (Kaw); 3. Mike Peterson (Hon); 4. Eric Kemsuzian (Kaw); 5. Todd Nordby (Kaw).

AM L/W S/TW: 1. John Layton (Hon); 2.Greg Feild (Duc); 3. Jim Dominique (Hon); 4. Douglas Ousley (Kaw); 5. Daniel Matt (Kaw).

EX US TWSPTS: 1. Tim Johnson (H-D).

AM US TWSPTS: 1. Darvin Loyd (H-D); 2. Michael Friberg (H-D); 3. George Vuckovich (H-D).

EX SPTSMN: 1. Mark Bennett (Suz); 2. Patrick Ryder (Kaw); 3. Eric Kemsuzian (Kaw); 4. Todd Nordby (Kaw).

AM SPTSMN: 1. Greg Feild (Duc); 2. Douglas Ousley (Kaw); 3. Jeff Swan (Yam); 4. Darin Donnelly (Kaw); 5. Daniel Matt (Kaw).

Larsen unbeatable at Costa Mesa Speedway

By M. Sober
Photo by Jim Thorn

COSTA MESA, CA, APR. 8

Josh Larsen, who the previous week won both of his scratch races to claim the top money spot, repeated his performance with a clean sweep of the Scratch program at Costa Mesa Speedway. He also added the win in the Coors Light Championship Challenge, while Charlie Venegas came from the back yardage to win the Handicap main event. The Support class victory went to veteran Randy Skinner.

For the second week in a row, the start was delayed by a rider in the tapes, this time, Venegas was the culprit and was moved back 10 yards for the restart. On the pole, Josh Larsen was the first to react on his Grandpa Russell/Silkolene/Oakley/Bell /Ourey Grips/ Answer/Troy Lee Designs/KG-sponsored Weslake when the starting tapes flew. Bobby Schwartz was hot on his heels from the outside slot, tight-roping the thin dirt line in an attempt to swoop in front of the entire pack. But Schwartz's heroic bid to steal the show ended abruptly when he high-sided just shy of the wall in turn two. With Schwartz out, Mike Faria took over the attack on Larsen and, for the second week in a row, worked in vain to unseat him. Venegas recovered from his penalty start to grab third place, while Rob Pfetzing settled for fourth.

"The Edge" has always been a nickname that has suited the riding style of Charlie Venegas, and his performance in the Handicap main did little to tarnish that image. Venegas lined up on the 40-yard line next to Pfetzing, with 50-yarders Brad Oxley and Faria directly behind them. In front of these veterans were three riders spread out across the 30-yard line: Andy Northrup, Eddie Castro and Donnie Odom. The initial start was red-flagged when Northrup was taken down by a rude flick to his rear tire from Castro as the two riders attempted to negotiate the first set of turns. Castro was penalized back to the 50-yard line on the re-start. The second go round saw Odom take the start with Northrup right on his tail. As the two front-runners ran down the back straight, they appeared overly concerned with each other and drifted a little wide entering turn three. That was all Venegas needed as he came blasting into the turn and deftly insinuated himself into the lead. Venegas quickly put some room between himself and the field and his lead was not threatened until the late stages when Oxley and Faria moved up to pressure him. Venegas held on for a three-bike-length win over Oxley, Faria, Odom, Northrup and Castro, who finished in that order.

Results

SCRATCH: 1. Josh Larsen (Wes); 2. Mike Faria (GM); 3. Charlie Venegas (Jaw); 4. Robert Pfetzing (Wes); 5. Bobby Schwartz (Wes).

HDCP: 1. Charlie Venegas (Jaw); 2. Brad Oxley (Wes); 3. Mike Faria (GM); 4. Don Odom (Gdn). 5. Andy Northrup (Wes).

C'SHIP CHALLENGE: 1. Josh Larsen (Wes).

SUP: 1. Randy Skinner (Jaw); 2. Angela Hale (Gdn); 3. Mike Reed (Wes); 4. Kenny Hanson (Wes); 5. Richard Jones (Wes).

Aguilar annihilates Lodi ST

By Mindyz Mac

LODI, CA, APR. 2

Jamie Aguilar put his Wood-Rotax into the winner's circle for the second time in two weeks when he topped the Open Expert class during Lodi Cycle Bowl's Saturday night short track races.

Aguilar jumped into the lead at the start of the race, but behind him, in between turns one and two, Robert Miller and John Hlebo bailed off hard as they fought for position, bringing out the red flag and stopping the race. Hlebo was able to make the restart, but Miller's bike suffered too much damage and he was out for the night. On the restart, it was Aguilar again nabbing the holeshot with Jesse Sanchez and Bobby McDowell in pursuit. This time, all riders made it through the first lap on two wheels. Aguilar was in control with Sanchez riding a smooth race in an effort to hold off McDowell. Behind McDowell were Allan McClellan and Justin Ownbey, who were having a battle of their own. By the halfway point of the race the order up front remained the same: Aguilar, Sanchez and McDowell. But behind the lead trio in fourth was Rob Damron who had moved up from a seventh place start to try and challenge the leaders. With three laps to go, the top four were so close that first place was still up for grabs, but Aguilar was determined to hold off the charging racers. It looked like the finishing order was set, but as the riders exited turn four, McDowell worked his way inside of Sanchez, causing Sanchez to slide off the groove and crash on the hillside. This brought out the red/checkered flags with Aguilar posting the win. McDowell was second and Damron third. Sanchez was shaken, but not hurt.

Action in the 100cc B class was headed up by Aaron Cisco who pulled off a win over last week's winner, Dominic DeMario. Cisco led the eight-rider main event from start to finish with DeMario keeping the heat on all the way. The two riders were evenly matched in horsepower as they dueled down the straightaways, but Cisco made no mistakes for De Mario to take advantage of and motored on to take the win.

Racing in the 100cc C class to a runaway win was Tony Meiring with second place going to David Morgan, who had to work his way up after suffering a bad start. The third and final trophy spot went to Rhonda Cruse.

Results

P/W STK A/B: 1. Nicholas Moore (Itj); 2. Scott Meyer (Yam).

P/W STK C: 1. Frank Lane (Yam); 2. Corey Eaton (Yam); 3. J.R. Alvernaz (Yam); 4. Mike Nail (Yam).

100 B: 1. Aaron Cisco (Hon); 2. Dominic DeMario (Hon); 3. Shawn Raggio (Hon); 4. Deb George (Hon).

P/W MOD A: 1. Nicholas Moore (Itj).

P/W MOD B: 1. Bradly Hiler (Yam).

100 C: 1. Tony Meiring (Hon); 2. David Morgan (Hon); 3. Rhonda Cruse (Hon); 4. Scott Marquis (Hon).

100 A: 1. Toby Jorgensen (Hon); 2. Frank Nye (Hon).

80 B: 1. Dusty Mendoza (Kaw).

80 C: 1. Tony Meiring (Kaw).

60 C: 1. Daniel Jenkins (Kaw); 2. Chad Ross (Kaw).

80 A: 1. Toby Jorgensen (Hon); Mickey Lane (Suz).

OPEN B: 1. Gary Rogers (Rtx); 2. Eddie Dixon (Yam); 3. Justin Hermeskey (Rtx); 4. Steve Johnson (W-R); 5. Greg Riddle (Hon).

OPEN C: 1. Scott Thomas (Yam); 2. Scott Whitaker (Yam): 3. Paul Brown (Yam); 4. Jon Fountain (Yam).

WMN: 1. Jenna Ellis (Kaw); 2. Rhonda Cruse (Hon).

VET B: 1. Dennis Cameron (Hon); 2. Ed Miller (C-A); 3. Steve Gardner (Rtx).

VET C: 1. John Grant (Hon).

250 A: 1. Helder Alvernaz (Kaw).

250 B: 1. Tony Souza (Hon); 2. Zane Amaro (Hon).

250 C: 1. Craig Gonzales (Yam); 2. A.J. Kirkpatrick (Hon); 3. Billy Tetrich (Han): 4. Paul Jones (C-A).

VINT A: 1. Greg Riddle (Yam).

VET A: 1. Robert Grant (Hon); 2. Robert McDonnell (H-D); 3. Robert Meiring (H-D).

VINT B: 1. Eddie Dixon (Yam); 2. Chris Marquis (Hon).

VINT C: 1. Paul Jones (C-A); 2. Manuel Simas (Yam).

SCHBY: 1. Jeff Gabhart (W-R); 2. Tony Souza (Hon); 3. Justin Hermeskey (Rtx).

OPEN A SPTSMN: 1. Robert Grant (Hon); 2. Robert Meiring (H-D); 3. Michelle Disalvo (Yam).

PRO-AM: 1. Greg Miller (Yam); 2. Cecil Short (Rtx); 3. Don Wilhite (Hon); 4. James Judd (Rtx); 5. William Luker (Hon).

PRO: 1. Robert Damron (W-R); 2. Jamie Aguilar (W-R); 3. John Hlebo (Hon); 4. Robert Seay (Rtx); 5. Allan McClellan (Rtx).

OPEN EX: 1. Jamie Aguilar (W-R); 2. Bobby McDowell (Rtx); 3. Robert Damron (W-R); 4. Allan McClellan (Rtx); 5. Justin Ownbey (Hon).

Strunk splashes Daniel Boone Motocross

By Gwenn Harris

LONDON, KY, APR. 10

Brad Strunk splashed his way to victory in both the 125 and 250cc A classes at Daniel Boone Motocross Park on an extremely muddy day of racing. All classes were limited to one moto as racers and spectators alike were drenched by heavy rains all day long.

Strunk plowed his Suzuki through the mud and puddles to grab the holeshot in the 250cc A class, which was the first race of the day. He soon pulled out ahead of the pack and won easily after enjoying a sizeable lead for the entire race.

The 125cc A race was a little harder for the F&S Suzuki/KK/Fas Gas/ Maxoil/ Fox/Renthal/ Factory Conn-Shoei/Oakley/Mototassinari-sponsored Strunk. David Culton got the holeshot and led the first three laps with Strunk jamming hard right behind him. Then the mud got the better of Culton in a curve and he went down. Strunk stormed by, but Culton was up and after him immediately. Culton, whose riding has improved rapidly since last season, was just about to catch Strunk when he went down again, this time in the steep uphill section. Getting a second start on the hill is hard even on a nice day, and in the mud it proved to be Culton's undoing. He was unable to catch Strunk, who went on to win the class.

A long-standing rivalry between 80cc riders Chris Heath and J.R. Carter pushed both boys to the limit as they fought each other around the track. Carter took the holeshot but lost his advantage when his bike stalled out in the same uphill section that defeated Culton. Both Heath and Carter went down several times, but valiantly kept slogging on through the downpour to finish the race.

Results

250 A: 1. Brad Strunk (Suz); 2. Larry Gessner (Hon); 3. Ryan A. Duff (Kaw); 4. David Culton (Hon).

250 B: 1. Mike A. Baker (Kaw); 2. Stephen Cramer (Kaw); 3. James Drake (Yam).

250 C: 1. Ritchie P. Fraley (Hon); 2. Eric Reed (Yam); 3. Raymond Terry (Hon).

250 D: 1. Dennis Cox (Hon); 2. Keith Cottongim (Suz); 3. James Henkins (Hon); 4. Wesley Moore (Hon); 5. Allen Norris (Hon).

125 A: 1. Brad Strunk (Suz); 2. David Culton (Hon); 3. Daniel Nelson (Hon).

125 B: 1. Steve Hensley (Hon); 2. Bill Burba (Suz); 3. Gary Baker (Hon).

125 C: 1. Jason Waters (Kaw); 2. Keith Lewis (Hon); 3. Kevin Taylor (Suz); 4. Fonzo Stanley Jr. (Kaw); 5. Davey Perkins (Yam).

125 D: 1. Jonathan Langworthy (Yam); 2. Kyle Ruby (Suz); 3. Michael Sharpe (Suz); 4. Eddie Cornett (Hon); 5. Rusty Hedrick (Suz).

80 D: 1. Charlie Sears (Suz); 2. Levon Jacobs (Hon); 3. Jim Branham (Hon); 4. Dustin Smith (Kaw); 5. John Daniel Thomas.

80 JR: 1. Chris Heath (Hon); 2. J.R. Carter (Kaw).

80 SR: 1. Kelly Taylor (Yam); 2. William Hampton (Kaw); 3. Randy Workman (Kaw).

50: 1. Shane O'Banion (Itj); 2. Kara Ann Taylor (Yam); 3. Alexander Hunter (Itj).

25+ A: 1. Larry Gessner (Hon); 2. Mark Guy (Yam).

25+ B: 1. Steve Hensley (Hon); 2. Stephen Cramer (Kaw).

30+ A: 1. Billy Abel (Kaw); 2. Mark Guy (Yam).

30+ B: 1. James Drake (Yam).

40+: 1. Gary Baisden (KTM).

SCHBY: 1. Jason Finley (Suz); 2. Randy Workman (Kaw).

OPEN: 1. Jammye McQuade (Hon); 2. David Farris (KTM); 3. James Green (Hon); 4. James Shelton (Hon).

ENDR/N-C: 1. Steve Jacobs (Hon); 2. Michael Lauth (KTM); 3. Keith Cartwright (Hon).

Zitterkopf rules Glen Helen Grand Prix

By Al Weekley

SAN BERNADINO, CA, MAR. 26-27

Greg Zitterkopf dominated the second annual Prairie Dog Glen Helen Grand Prix at the Glen Helen ORV Park, taking the wins in the Unclassified, Vet and Open races after overcoming stiff competition from Johnny Campbell and Rex Staten.

The two-day event started with a protest by Campbell about the outcome of the Unclassified race in which Zitterkopf bypassed the scoring chute at the end of the first lap. Prairie Dogs M.C. officials upheld the KTM USA/Duralube/ Dunlop/FMF/Bieffe/Smith/O'Neal/EK Chain/Acerbis/IMS/PEP/White Bros/100%-sponsored Zitterkopf's first-place finish. Campbell was second and Staten, third. Campbell dominated the four-stroke race and Staten finished second to Zitterkopf in the Vet race, after leading the first two laps.

One of the most exciting moments of racing came in the Open race. American Honda/Hondaline/Pro Sport/IMS/Dunlop/Pro Taper/ Smith Goggles/FMF-sponsored Campbell trailed Zitterkopf for three laps of the 11-mile course, then got by Zitterkopf on a ridge on the fourth, and final, lap. The two riders were nearly side by side as they came off the natural-terrain course back to the motocross track. Campbell hit a slick spot on a fast, sweeping right-hand turn and came off the following jump sideways, the resulting crash ending his chance for the victory. Jeff Capt and Paul Krause took second and third, respectively, behind Zitterkopf.

The 250cc race saw Capt in the lead at the end of the first lap, followed by Italian star Davide Trolli, Jamie Campbell and Krause. When Capt retired with a flat tire, Trolli took the lead, but then crashed out of the race at the end of the high-speed sandwash. Trolli was in his second U.S. race, having taken third place in the Tecate 250 Enduro just the day before. At the finish it was Kawasaki/Extreme/Bridgestone/ Smith/Shoei/Maxima/FMF/Ceet/Acerbis/Sidi /IMS/F&L sponsored-Krause grabbing the win with Campbell in the runner-up spot.

The classic, vintage and sidecar bikes were run on a modified course that did not include Bud's Creek. The Classic win was taken by Jason Trubey on a Suzuki 250 with Rudy Abele taking the Vintage class on a CZ 400. The team of Ed Hall and Brady Budd scored the sidehack victory. CN

Results

UNCLASSIFIED OPEN: 1. Greg Zitterkopf (KTM); 2. John Campbell (Hon); 3. Rex Staten (Kaw); 4. Bob Rutten (Hon); 5. Randy Norman (Kaw).

UNCLASSIFIED 250: 1. Brian Myerscough (Hon); 2. Bill Sauro (Hon); 3. Jeff Capt (Hon); 4. Jamie Campbell (Hon); 5. John Rudder (Yam).

UNCLASSIFIED 125: 1. Brian Deegan (Kaw); 2. James Summers (Yam); 3. Kirk Hoeppner (Hon); 4. Shane Childs (Yam); 5. Jay Schreffler (Yam).

SR OPEN EX: 1. Bill Maxim (Kaw); 2. Mike Martin; 3. Bob Wadlow (Kaw); 4. T.V. Holmes (KTM); 5. Randy Martin (Kaw).

SR 250 EX: 1. Albert Hull (Yam); 2. Rick Shirey (Yam); 3. Bill Carr (Yam); 4. Jim Smith (KTM); 5. Bill Scales (Yam).

MAG EX: 1. Ron Dugan (Suz); 2. Ray Bandfield (Kaw); 3. William Saltzman (Hbg); 4. Gary Barber (Hus); 5. John Etchart (Hon).

SR OPEN AM: 1. Jerry Leighton (Hon); 2. Gary Egloff (Hon); 3. Bruce Boring (Hbg); 4. Charlie Beck (Kaw); 5. Barry Wicklund (Hon).

SR 250 AM: 1. Dennis Middleton (Hon); 2. Mike Ferro (Suz); 3. John Chapman (Kaw); 4. Don Huddleston (Hon); 5. Bill Kruger (Hon).

MAG AM: 1. Jack Sabine (Hon); 2. Herb Fish (Kaw); 3. Wilfred Harris (Yam); 4. Art Whitney (Hus); 5. Bill Richardson (ATK).

SR OPEN NOV: 1. William Stubbs (Kaw); 2. Jeff Shanks (ATK); 3. Kevin Durr 4. Tom Moore Sr. (Yam); 5. David Rodriguez (Kaw).

SR 250 NOV: 1. Leonard Liston (Yam); 2. Robert Gurga (Hon); 3. Jim McCullah (Hon); 4. Mark Obert (Hon); 5. Roger Annis (Suz).

Greg Zitterkopf scored the overall and Vet Open Expert wins at the Glen Helen GP.

MAG NOV: 1. Ray Mitchell (Yam); 2. Ken Feulner (Hon); 3. Fred Weedman (Hus); 4. Pete Kolbet (Kaw); 5. Phil Blackburn.

SR OPEN BEG: 1. Forrest Shanks (Hus); 2. Allen McKay (Hus); 3. John McElhenney (Hus).

SR 250 BEG: 1. George Davis (Hon); 2. Terry Hamric (Yam); 3. Douglas Stephens (Yam).

SS EX: 1. Bill Staley (Yam); 2. Willie Eveland (Yam); 3. Bruce Cornell (Kaw); 4. Norm Stuart (Hon).

WMN EX: 1. Susan McWilliams (Yam); 2. Dianna Jasperson (Kaw); 3. Amy Wright (Yam); 4. Stephanie Letzkus (Yam); 5. Michelle M. Cassella (Kaw).

WMN AM: 1. Mary Sullivan (Hon).

WMN NOV: 1. Lori Conway (Hon); 2. Alicia Gonzales (Hon); 3. Denise Engstrom (Kaw); 4. Faye Campbell (Hon); 5. Jodi Wilkinson (Hon).

VET OPEN EX: 1. Greg Zitterkopf (KTM); 2. Rex Staten (Kaw); 3. Bob Rutten (Hon); 4. Jeffery Haase (Kaw); 5. Brad Meredith (Hon).

VET 250 EX: 1. Scott Stearns (Suz); 2. John Rudder (Yam); 3. Brent Wallingsford (Kaw); 4. Fred Conover (Kaw); 5. Gray Scheidler (Yam).

VET OPEN AM: 1. Robert Betke (Hon); 2. Devin Carson (Hon); 3. T.P. Vladovich (Kaw); 5. Randy Russell (Kaw).

VET 250 AM: 1. Rod Hawkins (Kaw); 2. Larry Gross (Yam); 3. Charlie Inman (Kaw); 4. Ken Tomeo 5. Gran Milburn (Suz).

VET OPEN NOV: 1. Bud Lewis (Yam); 2. David Ullen (Hon); 3. Craig Staley (Hon); 4. John Vandal (ATK); 5. Kenneth Poirier (Hon).

VET 250 NOV: 1. Jeff Coffman (Yam); 2. Bryan Jordan (Hon); 3. Dana Slater (Hon); 4. Steve Dillon; 5. Tim Warstler (Hon).

VET OPEN BEG: 1. Curt Devries (Yam); 2. Kevin Curry (Hon); 3. Larry Harris (KTM); 4. Mike Farrell (Yam); 5. Bob Brown (Hus).

VET 250 BEG: 1. Robert Campbell (Kaw); 2. Robert Bachman (Hon); 4. Kirk Hoeppner (Hon); 4. Dan Burkhart (Hon); 5. Philip Nelson (Yam).

125 EX: 1. Brian Deegan (Kaw); 2. Jeff Capt (Hon); 3. John Braasch (Kaw); 4. Jeffery Haase (Yam); 5. James Summers (Yam).

125 AM: 1. Mike Sandoval (Kaw); 2. Matt Burroughs (Suz).

125 NOV: 1. David Rees (Suz); 2. Jimmy Sauer (Kaw); 3. Ryan Rickaby (Yam); 4. Beau Hayden (Kaw); 5. Ron Nozaki (Kaw).

125 BEG: 1. Kirk Hoeppner (Suz); 2. Ryan Dietrich (Suz); 3. Greg Williams (Hon); 4. Ryan Dove (Hon); 5. Jay Schreffler (Yam).

MINI AM: 1. Keven Hayden (Kaw); 2. Tim Merritt (Kaw).

MINI NOV: 1. Dean Walker (Yam); 2. Lance Stiffler (Kaw).

MINI BEG: 1. Bryan Long (Kaw); 2. Morgan Crawford (Kaw); 3. Max Hartwell (Yam); 4. Rocky Audenreid (Hon); 5. Dallas Kornberger (Hon).

NIGHT BK: 1. T.V. Holmes & Friends (KTM); 2. Steve Anderson (Hus); 3. Brad Cameron (Hon); 4. Wayne Martin (KTM); 5. David Rees (Hus).

CLSSC EX: 1. Jason Trubey (Suz); 2. Jeff Fisk (Suz); 3. Gerald Leighton (Hus); 4. George Pennington (Hon); 5. Thomas Engelhardt (Yam).

CLSSC NOV: 1. Steve Dillon (Hon); 2. Tracie McKisick (Yam).

CLSSC BEG: 1. Allen McKay (Hus); 2. Ken Hafker (Hon).

VINT EX: 1. Rudy Abele (CZ); 2. Kelly Cole (C-A); 3. Dennis Tooman (Hus).

VINT AM: 1. Gary Egloff (Yam); 2. Myron Lapka (Tri); 3. Eddie Walker (Tri); 4. Chris Sackett (Bul).

VINT NOV: 1. Toivo Kent (Hus); 2. Mike Vorndran (CZ).

SDCAR: 1. Ed Hall/Brady Budd (Hon); 2. Anders/Stimson (Hon); 3. Bickel/Terrell (Hon); 4. Myers/Edler (Hon); 5. Gregory/L'Hereaux (BSE).

4-STRK EX: 1. John Campbell (Hon); 2. Mike Young (ATK); 3. Jeff Capt (Hon); 4. Bob Rutten (Hon); 5. Wayne Martin (KTM).

4-STRK AM: 1. Dean Selter (ATK); 2. Herb Fish (Hon).

4-STRK NOV: 1. David Rees (Hus); 2. Scott Rayvon (Hon); 3. Jeremy Hoerning (Hon); 4. John Manriquez (Kaw); 5. Eric Kristofferson (Hon).

4-STRK BEG: 1. Derec Paul Lytle (Hon); 2. Allan Brown (Hus); 3. Charlie Hargon (Hon); 5. Tom Boyd (Yam);

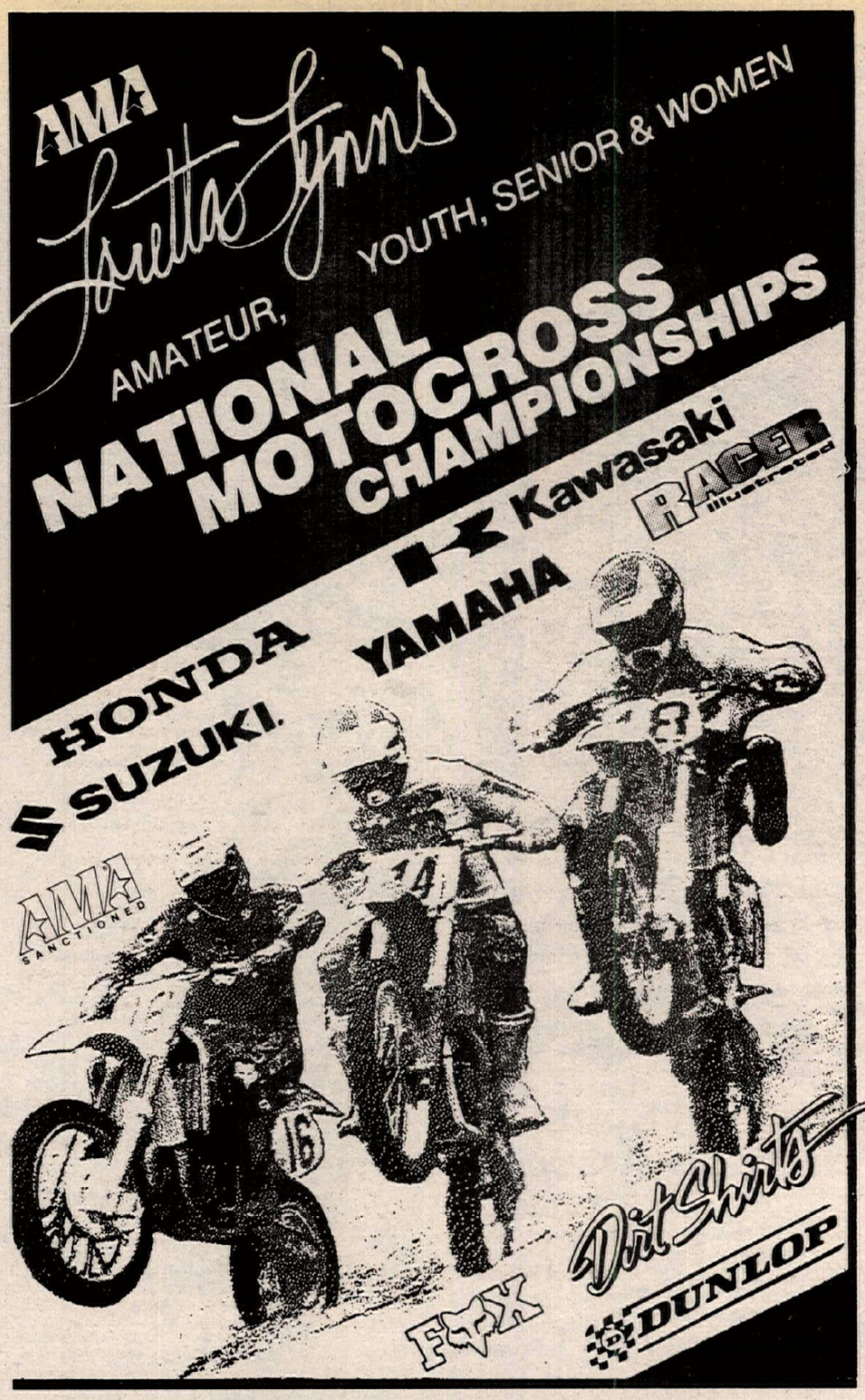
DUAL SPT: 1. Donnie Dearman (Suz); 2. Gerald Leighton (Hus); 3. James Fryslie (Hon); 4. Steve Bebeck (Suz); 5. Sam Kanter (Suz).

OPEN EX: 1. Greg Zitterkopf (KTM); 2. Jeff Capt (Hon); 3. Paul Krause (Kaw); 4. David Ondas (Kaw); 5. John Rudder (Yam).

OPEN AM: 1. Tony Bienert (Hon); 2. Paul Shafer (Hon); 4. Carl Gulafy (Hon); 4. Troy Lee (Kaw).

OPEN NOV: 1. Todd Broussard (Kaw); 2. Bryon Cox (Hon); 3. Clint Smith (Kaw); 4. Dan Creed (Hon); 5. David Mullen (Hon).

OPEN BEG: 1. Carlton H. Walker (Hon); 2. Frank Catuogno (Hon); 3. Dal Trubey Sr (Kaw); 4. Jeff Spandri (Hon); 5. Chris Farmer (Kaw).



1994 NATIONAL CLASSES

You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at the National level.

For 2-Day Area Qualifiers: ●Saturday Classes-Other classes run on Sunday.

AMATEUR A & B/+ 25/VET/SENIOR

- ● 1. 125 A STOCK
- 2. 125 A MODIFIED
- ● 3. 125 B STOCK
- 4. 125 B MODIFIED
- ● 5. 250/OPEN A STOCK
- 6. 250/OPEN A MODIFIED
- ● 7. 250 B STOCK
- 8. 250 B MODIFIED
- 9. OPEN B/C
- 10. +25
- 11. VET A +30
- 12. VET B +30
- 13. SENIOR +40
- 14. MASTER +50 (20 riders)

YOUTH/AMATEUR C/WOMEN

- ● 15. 51 STOCK (4-6 YRS)
- ● 16. 51 STOCK (7-8 YRS)
- ● 17. 65 STOCK (7-11 YRS)
- ● 18. 85 STOCK (7-11 YRS)
- ● 19. 85 STOCK (12-13 YRS)
- 20. 85 MOD (9-13 YRS)
- ● 21. 85 STOCK (14-15 YRS)
- 22. 85 MOD (14-15 YRS)
- ● 23. 125 STOCK (12-15 YRS)*
- 24. 125 MOD (12-15 YRS)*
- ● 25. 125 C STOCK
- 26. 125 C MODIFIED
- ● 27. 250 C STOCK
- 28. 250 C MODIFIED
- ● 29. WOMEN (85-125 cc)*

*includes Super Mini class
#14 & 15 were new classes last year.

No pre-entry required at Area Qualifiers
INFORMATION(419)478-5386/(304)594-1157
NATIONAL CHAMPIONSHIP TRACKS

NORTHEAST AREA QUALIFIERS

April 2	TRAIL WAY SPEEDWAY, Hanover, PA	(717)359-4310
April 9/10	WALDEN PLAYBOYS, Wallkill, NY	(914)635-9455
April 23/24	MIDDLE ATLANTIC MX, Aquasco, MD	(703)865-9175
April 23/24	PLEASURE VALLEY RACEWAY, Armaugh, PA	(814)539-4114
April 30/May 1	THUNDER RIDGE, South Edmeston, NY	(607)847-6520
May 7/8	THE CHALLENGER, Jacksonville, PA	(412)726-5494
May 21/22	DBL SPORT PROMO, Starvation Point, WV	(412)929-5396

NORTHEAST AMATEUR REGIONAL

June 11/12	BUDDS CREEK MX, Budds Creek, MD	(301)475-2000

NORTHEAST YOUTH REGIONAL

June 25/26	STEEL CITY MX, Delmont, PA	(304)594-1157

SOUTHEAST AREA QUALIFIERS

March 27	MX OF MARION COUNTY, Reddick, FL	(904)591-2050
April 2/3	HIDDEN ACRES, Kingsport, TN	(615)323-5497
April 9/10	DEVIL'S RIDGE, Sanford, NC	(919)776-2412
April 16/17	HAMMERIN' HANK RACING, Society Hill, SC	(803)378-4700
April 23/24	LAKE SUGAR TREE, Axton, VA	(615)323-5497
April 30/May1	ECHECONNEE MOTO-X CLUB, Macon, GA	(912)788-8227
May 14/15	CHRISTIANA RACEWAY, Christiana, TN	(615)896-3245

SOUTHEAST YOUTH REGIONAL

June 18/19	MUDDY CREEK, Blountville, TN	(615)323-5497

SOUTHEAST AMATEUR REGIONAL

June 25/26	GATORBACK PARK, Gainesville, FL	(813)894-0439

MIDEAST AREA QUALIFIERS

March 26/27	DANIEL BOONE MX PARK, London, KY	(606)877-1364
April 9/10	JTM PROMOTIONS INC., Millfield, OH	(614)653-7395
April 30/May 1	KNOBBY HILLS MX, Hortonville, IN	(317)758-6200
May 7/8	AMERICAN MOTOSPORTS, Marion, OH	(614)596-2057
May 14/15	BAJA ACRES, Millington, MI	(517)871-3356
May 28/29	READS RACING, N. Webster, IN	(219)594-2649
June 5	RED BUD COMPETITION CLUB, Buchanan, MI	(616)695-6405

MIDEAST AMATEUR REGIONAL

June 18/19	C.O.C.R., Sugar Grove, OH	(614)983-3937

MIDEAST YOUTH REGIONAL

June 25/26	MIDWAY MX, Mitchell, IN	(812)849-2402

NORTH CENTRAL AREA QUALIFIERS

April 9/10	WEST KY OUTDOOR MX, Lowes, KY	(502)642-2345
*April 17	MIDWEST MX, Great Bend, KS	(913)842-8272
April 23/24	BAILEY'S MX PARK, INC, Hoopeston, IL	(217)283-6370
April 30/May 1	STATELINE TRAILRIDERS ASSN., Lamoni, IA	(515)784-6121
May 7/8	AZTALAN CYCLE CLUB, Lake Mills, WI	(414)542-7527
May 14/15	MIDWEST MOTOSPORTS, Kahoka, MO	(816)727-2136
May 21/22	LINCOLN TRAIL MX, Casey, IL	(217)932-2041

NORTH CENTRAL YOUTH REGIONAL

June 18/19	MIDWEST MOTOSPORTS, Kahoka, MO	(816)727-2136

NORTH CENTRAL AMATEUR REGIONAL

June 25/26	LINCOLN TRAIL MX, Casey, IL	(217)932-2041

SOUTH CENTRAL AREA QUALIFIERS

March 26	SWAN MX PARK, Tyler, TX	(903)882-7791
*April 17	MIDWEST MX, Great Bend, KS	(913)842-8272
April 17	NEW MEXICO COMPETITION CLUB, Moriarty, NM	(505) 883-7312
May 15	WOLFCREEK MX, Rio Vista, TX	(817)373-2434

SOUTH CENTRAL AMATEUR/YOUTH REGIONAL

June 18/19	WOLFCREEK MX, Rio Vista, TX	(817)373-2434

SOUTHWEST REGIONAL ONLY

June 18	STARWEST SX PARK, Moreno Valley, CA	(310)868-2728

MID WEST COAST REGIONAL ONLY

May 29	MOTOWEST RACING ENT., Hollister, CA	(408)238-8208

NORTHWEST REGIONAL ONLY

May 22	CLARKSBRANCH, Roseburg, OR	(503)673-1671

AMA AMATEUR/YOUTH MOTOCROSS FINAL

Aug. 8-13	LORETTA LYNN, Hurricane Mills, TN	(419)478-5386

*This Area Race will qualify riders for the North Central OR the South Central Regional

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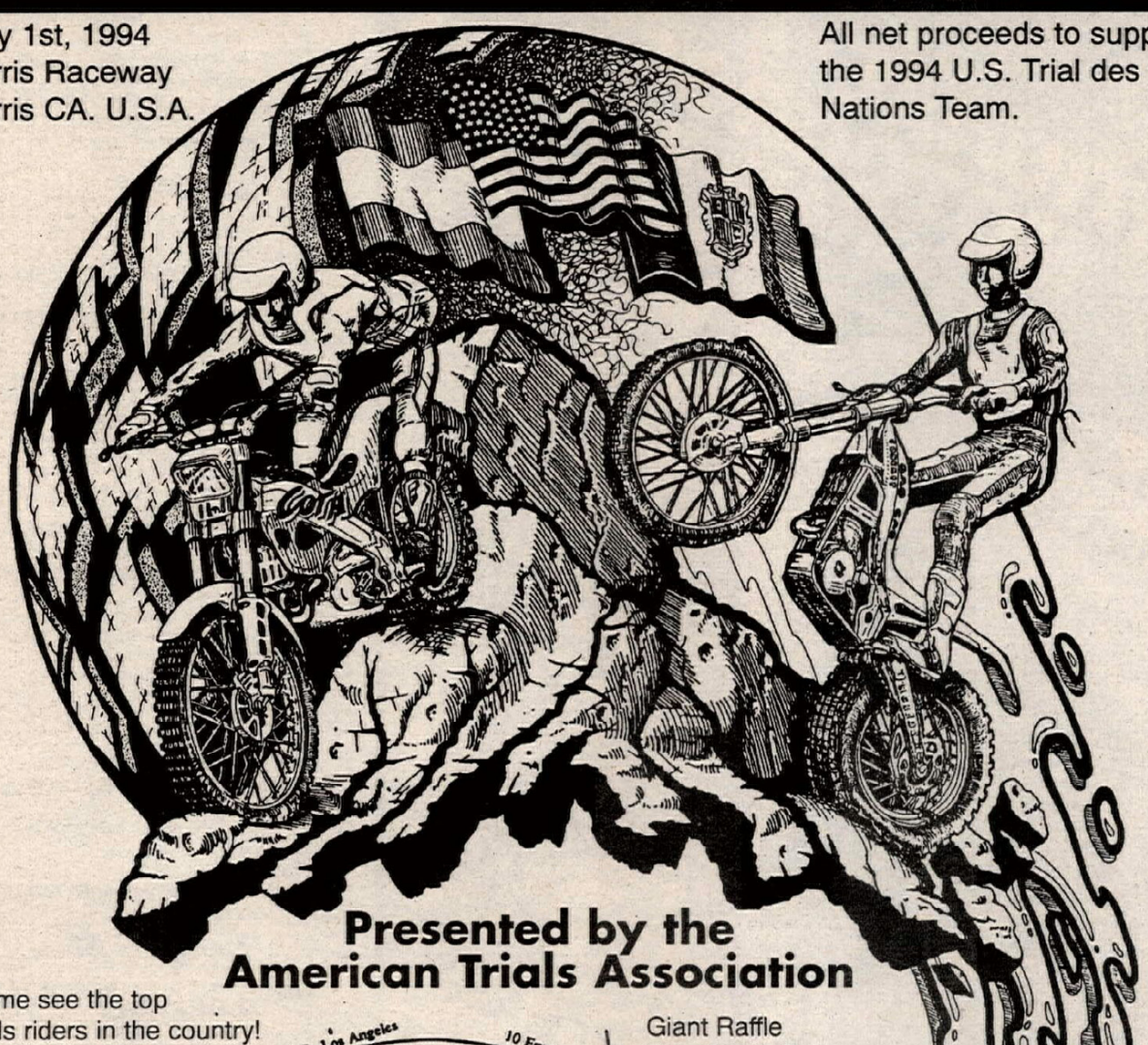

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Excellent spectator access.

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Sunday May 1, 1994
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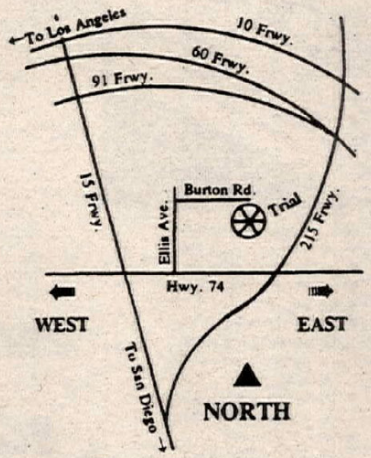
All regular ATA classes plus "Press", "Non-Trials Bike" & "Legends" classes.

Sign-up 8:00am
Riders mtng 8:45am
Trial Begins 9:00am
Exhibition 1:30pm
Awards Presentation & Raffle 4:00pm



Map not to scale

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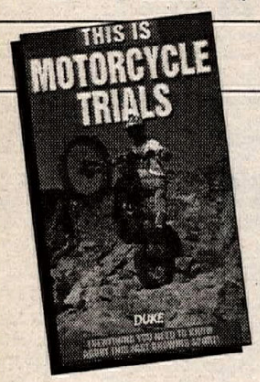

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60 minutes from Duke Video USA.

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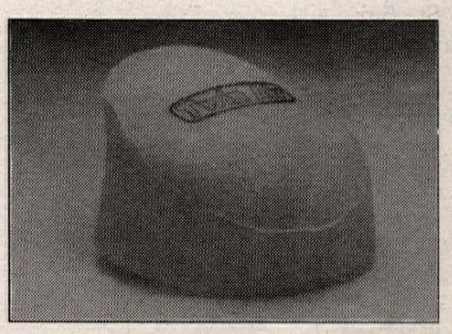
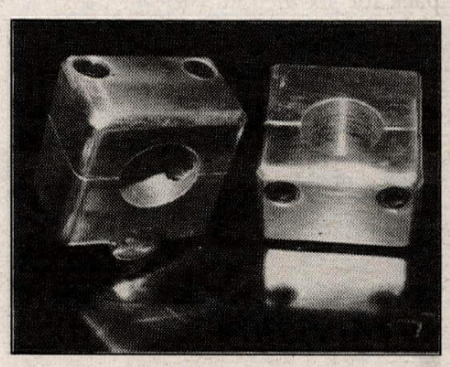
NEW PRODUCTS

DON'T SCRAPE IT
For road-racer types, Two Brothers Racing's new **Countermeasure T-shirt** features a hand-drawn, five-color graphic depiction of the Two Brothers Racing Honda CBR900R that Nick Ienatsch and Tommy Lynch rode to victory in 1993. The shirt is made of heavy duty 100% cotton and retails for $15.98. For more information contact Two Brothers Racing, Dept. CN, 1842 Windsor Ln., Santa Ana, CA 92705; 714/832-5504.



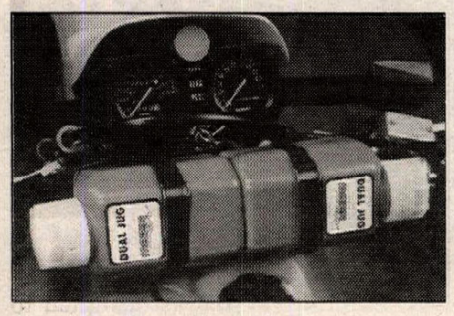
BREATHE DEEPLY
White Brothers offers **Twin-Air pre-filters** to fit over Twin-Air filters. The pre-filters are designed to handle extreme dust conditions and can extend service time between filter cleanings. White Brothers says that the pre-filters do require oiling for maximum benefit. Price is $24.95. For more information contact White Brothers, Dept. CN, 24845 Corbit Pl., Yorba Linda, CA 92687; 714/692-3404.



MINI RIDERS ARE PEOPLE TOO
Moto Prep Racing's **Pro-Clamps** handlebar mounting system is designed to allow for the use of Answer Pro Taper handlebars on 80cc bikes. Pro-Clamps are machined out aircraft quality aluminum and will fit current CR, KX, RM and YZ 80s. The clamps set the handlebar about two inches higher over the triple clamps than the stock bar clamps, to give taller riders extra leg room in the corners. The polished aluminum kits come with all the necessary hardware for installation. Suggested retail is $125. For more information contact Moto Prep Racing, Dept. CN, P.O. Box 10244, Salinas, CA 93912-7244; 408/442-0109.

HIGH N' DRY
Fieldsheer, Inc. has introduced the **Kiri two-piece rainsuit** for 1994. The two-piece suit is constructed of 100% waterproof, 3mm nylon with PVC-coated seams that are sealed with full mesh lining for easy access. Available in four colors, and in sizes S-XXL, the Kiri retails for $89.95. For more information contact Fieldsheer, Inc., Dept. CN, 485 E. 17th St., Suite 400, Costa Mesa, CA 92627; 714/642-6877.

COUNT ON IT
White Brothers now offers **Throttle Jockey numerals** for dirt bikers. Constructed of 10-mil-thick vinyl for extra durability, the numerals can be ordered in six- and eight-inch sizes, and are available in black or white. They are sold three to a pack. Price is $1.20 per pack for six-inch and $5 per pack for eight-inch numerals. For more information contact White Brothers, Dept. CN, 24845 Corbit Pl., Yorba Linda, CA 92687; 714/692-3404.



JUG-A-LUG
Maier Manufacturing has added a new **37-ounce Dual Jug** to their line of accessories. Maier claims that the jug will come in handy because its size allows you to carry two on your crossbar at the same time, or you can install one jug and still have room for a roll chart or a computer. The plastic Dual Jugs are available in blue, red and white. Retail price is $26.15 each. For more information contact Maier Manufacturing, Inc., Dept. CN, 416 Crown Point Cir., Grass Valley, CA 95946-9898; 916/272-9036. CN

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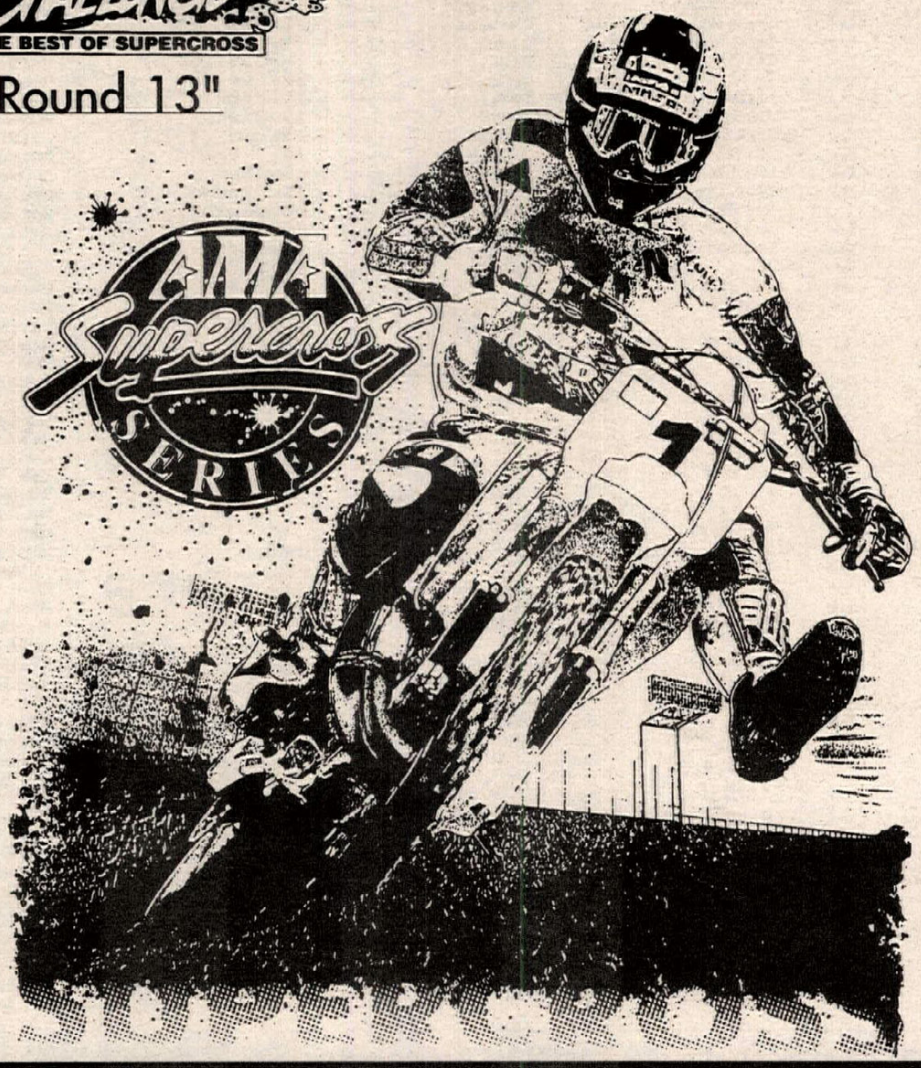

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RESULTS

Road Racing
WERA Vintage
Indianapolis Raceway Park
Indianapolis, IN
April 2
By William A. Murar

VINT 1
Harold Page Jr. Hon
William A. Murar Yam
VINT 2
Roger Sperling BSA
Bob Gerberich – Hon
William A. Murar Yam
Lester Yerkey Hon
VINT 3
Richard Merhar Yam
Robert Bub Hon
Roger Sperling BSA
Michael Gleason Yam
Jerry Settle Yam
VINT 4
Bob Newby Yam
Richard Merhar Yam
Harold Page Jr. Yam
Michael Gleason Yam
Loren Yerkey Yam
VINT 5
Donald Fine Suz
Bob Tapscott Rtx
Bob Newby Yam
Chris Demopoulos Yam
VINT 6
Bob Tapscott Rtx
Paul Wilke Hon

Motocross
Mosier Valley MX Park
Euless, TX
Apr. 1
By Terry Cordray

250 NOV
John Sheffield Yam
Johnny Davidson Yam
Robert Densford Yam
C. J. Mullins Hon
Jimmy Blotz Kaw
50
Logan Williams Yam
Cody Dickey Yam
C.T. Dickey Yam
Ashley Wright Yam
Andrew Jansing Yam
60
Matt Hunter Kaw
Logan Williams Kaw
Bradley Young Kaw
Tommy Gunning Kaw
Mike Moore Kaw
80 BEG
Kevin Graham Kaw
Adam Powers Kaw
Rhett Wickard Kaw
Patrick Wright Kaw
Nathan Belz Kaw
80 JR
Adam Mennenga Suz.
Jeremy Johnston Kaw
Scotty Hickey Kaw
Tanner Davidson Hon
Brandon Daffron Kaw
80 SR
Jesus Marquez Kaw
Scotty Trimble Suz
Ryan Wallace Kaw
Chad Kawata Kaw
Rod Scholting Suz
125 BEG A
Scott Scholting Suz
Roy Scheel Suz
Jeff Shaw Kaw
Mark Alvizo Kaw
Troy Fitzpatrick Kaw
125 BEG B
Zack Stein Kaw
Homer Hamilton Kaw
Matt Grant Kaw
Jeff Weiss Kaw
Wesley Durant Kaw
125 NOV
Chris Cadieux Suz
David Lott Suz
Ben Gary Yam
Daniel Patton Kaw
Van Whitley Kaw
250 BEG
Jeremy James Kaw
Jason Richardson Kaw
John Headrick Kaw
Eddie Pryor Yam
Michael Lasia Yam
80 OPEN
Jesus Marques Kaw
Scotty Trimble Suz
Adam Mennenga Suz
Douglas McCumsey Kaw
Paul Madewell Kaw
250 OPEN
Ray Burgess Kaw
John Dragna Hon
Alan Bell Kaw
Rick Radford Kaw
125 OPEN
David Lott Suz
Daniel Patton Kaw
Scott Scholting Suz
Jason Storm Hon
Curtis Geer Hon
25+
Ray Burgess Kaw
Douglas Hall Yam
Jeff Case Hon
Steve Reavis Yam
Alan Bell Kaw
30+
Douglas Hall Yam
Brian Doran Hon
Scott Fuller Kaw
Danny Heard Suz
Mike Sotzen Hon
INT
Mike Bolivar Kaw
Billy Vaughan Hon
Jeff Smith Suz
Shane Couch Suz
EX
Roy Schellenberger Kaw
Brad Woolsey Kaw
Matt Feil Hon
Todd Bates Kaw

Motocross
Fossil Bowl
Clarkia, ID
April 10
By Butch Pharness

80 (9-11)
Brian Moretz Yam
80 (12-16)
Dustin Pharness Hon
125 BEG
Donald Lewis Suz
Charlie Grieser Hon
Mic McAllister Suz
Justin Greene Suz
Nick Badraun Kaw
125 JR
Jeremy Brebner Hon
Chad Linton Kaw
Josh Buell Yam
125 INT
Joe Gabelhausen Yam
Rob Pottenger Yam
250 JR
Mike Kiely Yam
Jim Scott Jr. Kaw
250 INT
Shawn Carlock Yam
Eric Christiansen Yam
Dan Wise Hon
OPEN JR
Tony Cobb Hon
OT
Johnny Dickinson Suz
Chet Malito Hon

TT Scrambles
KMSA
Midstates Dirt Racers Association
Westmoreland, KS
Mar. 27
By Steve Cruse

P/W
Jason Lacer
Sam Hummel
60-85
Tyler Craig
Travis Slover
Dustin Schlickau
BEG
Gary Schlickau
Daryl Heyton
Dion Pearle
125
Eli Geiger
250
Carl Harry
Reggie Barkley
Nick Daniels
Roy Davis
Clint McDonald
500
Mark Love
Toll Luksa
Scott Raine
Steve Cruse
OPEN
Bill Snyder
Todd Ratliff
30+
Mark Love
Carl Harry
Ron Howard
Scott Raine
Bill Snyder
40+
Steve Cruse
Ron Nocktonick
Wendell Geiger
Steve Lacer
Geary Slover
EX
Phillip Lash
Derek Brooks
Mark Love
Ron Howard

Motocross
NESC
Middleboro, MA
Mar. 27
By Andy Calisewski

85 WMN
Stephanie Perron Suz
Teresa Szczepanski Hon
Bethany Smith Kaw
85 C
Jody Galemba Kaw
John Carroll Yam
David Aaskov Kaw
David Berthiaume Hon
George Brown Yam
85 B
Ben McCarthy Suz
Jeff Cook Yam
Jeff Bryant Suz
Jody Galemba Kaw
John Carroll Yam
85 A
Ben McCarthy Suz
Steve Walsh Suz
Jeff Cook Yam
Dan Pepoon Suz
Jody Galemba Kaw
125 YTH C
Jeff St. Pierre Suz
James Mahoney Hon
Matt Gronowicz Hon
Jason Lee Hon
Casey Bates Kaw
125 YTH B
Brent McIntyre Hon
Mike Willett Suz
Bryan Cournoyer Yam
Jeremy Pikul Yam
Rick Mooney Suz
125 YTH A
Ryan Kaichen Kaw
Pat Outericky Hon
Chris Findley Suz
Ryan Hedges Suz
Matt Zicaro Suz
125 C
Phil Ficazzola Yam
Greg Thorsell Yam
Mike Letende Suz
Jeremy Hill Suz
Shane Dutka Kaw
200+ C
Eugene Ellis Kaw
Bill York Hon
Mike Kipp Hon
Jim Witunsky Hon
Charles Hathaway Hon
125 B
Brian Berry Hon
Matt Tremblay Suz
Charles Morin Suz
John Silvia Hon
Ted Moneghan Hon
200+ B
Mike Psaledas Suz
Al Cordner Hon
Ed Hololob Kaw
Robert Foster Hon
Steven Jason Suz
30+ C
Bob McNamara Hon
Mike Forget Yam
Gary Bannister Kaw
Steve Chin Yam
David Pratt Hon
30+ B
Ted Angelakis Yam
Mark Hangos Suz
John Becker Yam
Gene Garneau Hon
George Barrett Kaw
40+
Gary Mikalson Hon
John Delgrosso Kaw
Merle Monroe Kaw
Jim Mossman Hon
Will Michalak Yam
30+ A
Joe Mikalson Hon
John Camelio Hon
Bob Maihos Hon
Jim Meenan Suz
Mike Cook Suz
35+ A
Jim Meenan Suz
Bob Maihos Hon
Jon Arndt Hon
Don Taylor Kaw
Norm Hebert Suz
35+B
John Becker Yam
Joe Alfieri Yam
Robert Baer Kaw
Carl Dewill Hon
Jonathan Fryl Hon
125 A
Brian Austin Hon
Pat Barton Suz
Ted D'Onofrio Suz
Jim Brothers Kaw
Jeff Carmignani Hon
200+ A
Pat Barton Suz
Brian Austin Hon
Ted D'Onofrio Suz
Joe Mikalson Hon
Mike Perron Hon

Motocross
Oklahoma State C'ship Series
Round 2
Lawton, OK
Mar. 27
By Jeannie Kephart

P/W STK
Randy Childers Yam
Trey Terbush Yam
Michael Duran Yam
Preston Hamilton Yam
Kendal Owens Yam
P/W MOD
Shelby Davis Itj
Kendal Owens Yam
Seth Slater Kaw
Aaron Canard Itj
Zach Tate Yam
MINI-MINI
Michael Odom Hon
Kemp Elmore Kaw
Josh Duke Kaw
Colt Humphrey Kaw
Damon Whitten Kaw
WMN
Laura Harris Yam
Kim Brown Suz
Angie Thomas Hon
Kim Kephart Yam
Teri Gibson Hon
MINI BEG
Mike Freeman Yam
Shawn Sinclair Kaw
Brent Miller Yam
Cameron Glidden Yam
Caleb Garrison Kaw
MINI JR
Heath Frazier Kaw
Derek Warehime Suz
Kemp Elmore Kaw
Mike Odom Hon
Mark Weeks Hon
MINI SR
J.D. Bailey Kaw
Bubba Ellis Hon
Herrod Rhodes Yam
Eli Slater Kaw
Earl Kephart Yam
MINI OUTLAW
J.D. Bailey Kaw
Josh Hall Kaw
Bubba Ellis Hon
Derek Warehime Suz
Casey Bolton Yam
Brent Miller Yam
125 BEG
Rodney Forbis Suz
Robbie Black Kaw
Brad Jenkins Yam
Teamon Erwin Kaw
Tray Griffin Hon
125 NOV
Justin Ledbetter Yam
Jay Grimm Suz
Neil DeArmond Suz
Marcus Turbyfill Kaw
Nathan Hanks Hon
125 INT
David Casada Kaw
Donald Hardy Kaw
Waylon Litchfield Hon
Casey Cole Hon
Ricky Petersen Kaw

125 EX	
Dennis Owen	Kaw
Brandon Lacey	Kaw
Denny Howard	Kaw
250 BEG	
John Sing	Yam
Terry Peake	Hon
John Meyer	Hon
Francis Gilles	Hon
Guy Manning	Kaw
Bud Deardorf	Suz
250 NOV	
Chad Young	Hon
Kelly Hertzler	Kaw
Justin Ledbetter	Yam
Jason Holinsworth	Kaw
Kendall Robertson	Kaw
250 INT	
Todd Claborn	Suz
Coby Sharp	Hon
David Casada	Kaw
Greg Brown	Suz
Donald Hardy	Kaw
Monte Frank	Yam
250 EX	
Brandon Lacey	Kaw
Clifford Adoptante	Hon
Brett Shumate	Hon
Mike Brown	Kaw
Denny Howard	Kaw
25+ NOV	
David Cain	Kaw
Bobby Standerfer	Kaw
Craig Elder	Hon
Pete Sosenko	Hon
Harold Nutter	Hon
25+ INT	
David Eubanks	Hon
Mike Baugus	Yam
Dean Beaudoin	Yam
Todd Curran	Hon
30+	
Greg Brown	Suz
David Eubanks	Hon
Michael Maahs	Kaw
Truitt Rogers	Kaw
Don Bailey	Kaw
40+	
Jim Thomas	Yam
Alvin Kephart	Yam
Tom Young	Yam
Ira Luplow	Hon
Bill Sturdivan	Hon
OUTLAW	
Waylon Litchfield	Hon
Justin Ledbetter	Yam
Jamie Ford	Yam
Monty Frank	Yam
Casey Cole	Hon

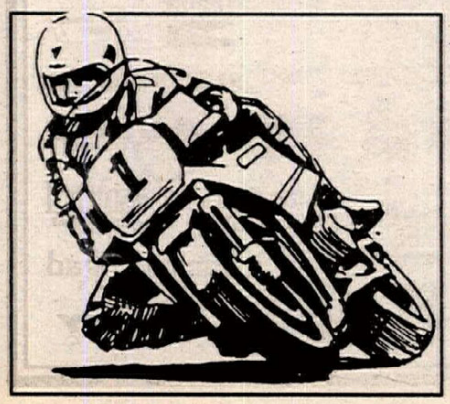
Motocross
Sara Park Raceway
Lake Havasu City, AZ
April 3
By Gail Leigh

P/W	
Andrew Nason	
Chas Gibbs	
Zack Molitor	
Kyel Behling	
Joey Nagel	
80 (0-12)	
Kevin Lyon	
Clayton Ureno	
Justin Coverick	
Brandon Pierce	
80 (12+)	
Michael Storing	
Jason Palmer	
Jason Holcomb	
Brian Anselmo	
Joseph Robichaux	
125 NOV	
Chris MacLuger	
Jacob Forbis	
Tony McLean	
Kyel Storing	
125 AM	
Lucas Phillips	
Lance Stein	
250 NOV	
Donavan Dirst	
Danny Tavares	
Cliff Andeson	
Dillon Christensen	
Mario Gutierrez	
250 AM	
Kevin Telliard	
Bob Beckwith	
250 EX	
Jimmy Means Jr.	
Victor Sheldon	
Matt Forbes	
Greg Covert	
Travis Moore	
500 NOV	
Jason Westwood	
Matt Berault	
Rick Kipper	
Cary Lee Wallace	
500 AM	
Andy Nelson	
Jacob Phillips	
30-39 VET	
Jimmy Means Jr.	
Phil Means	
D. Schweizer	
Mike Zinzow	
D. Gerding	
40+ VET	
Himey Means	
S. Alexander	
Steve Holdread	

Hare Scrambles
Salem M/C
Salem, OH
Apr. 10
By M.L. Miller

O/A	
Jim Bender	Yam
JR MINI	
Alfred Emanuel	Hon
Robbie Stock	Suz
Justin Marwell	Yam
Jeffrey Melik	Yam
Erik Fungut	Yam
SR MINI	
Bobby Hudnall	Kaw
Tom Povinski Jr.	Suz
Justin Conkle	Kaw
Joshua Peter	Kaw
John Care	Suz
90-200 C	
Dan Fruska	Kaw
Robert Bower	Suz
Brian Martin	Hon
Bryan Kendrick	Hon
Billy Morris	KTM
250	
Tom Eschtruth	KTM
Merle Mader	Hon
Billy Farmer	Hon
Dan Hazelbaker	Yam
Brian Potter	Yam
BMBR	
Mike Copeland	Hon
Trey Cadman	Yam
4-STRK	
J. Lightning	KTM
Paul Harry	Yam
Lewis Harry	Yam
Vincent Mastra	Suz
SR D-1	
Terry Ilg	Hon
Randy Kale	Hon
James Waliga	Kaw
John Curea	Hon
Charles Richards	Hon
SR D-2	
Phil Andrews	Yam
John Gallagher	KTM
Marty Heben	Hon
Dick Spooner	Mai
SR D-3	
Joe Otto	
Herb Leppelmeier	KTM
WDSMN	
Tom Derby	Suz
Dave Ash	Suz
Russ James	Yam
Richard Burbick	KTM
Doug Noll	Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



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Fri.: 7 a.m. Gates Open
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2 p.m. Amateur Practice
6 p.m. Amateur Supercross
Sat.: 8 a.m. Amateur MX (On Pro Track)
11 a.m. Hare Scrambles
6 p.m. Amateur Supercross

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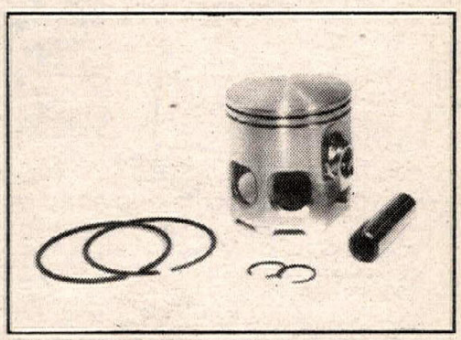

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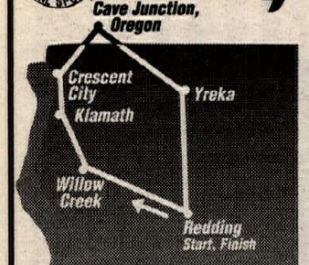
July 3-8, 1994



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NATIONAL DUAL SPORT TEAM DUAL DOGS MOTORCYCLE CLUB — THE DUAL SPORT PROFESSIONALS

- Starts and finishes at the Park Terrace Inn of Redding, CA
- Sign-up begins Saturday, July 2, 5:00 pm -10:00 pm
  Sunday Morning Sign-up and leave 6:00 am - 9:00 am
- 300 motorcycle limit. First come, first serve.
  Post entries cannot be guaranteed!
- Entry discounts for Honda Rider's Club of America
- Street licensed and legal motorcycles only! **TEAM STEALTH!**
- 100-150 daily miles with many various difficult options
- Entry includes T-shirt, video tape, award ceremony banquet

This AMA sanctioned event is held under Special Permit by the Department of Agriculture, United States Forest Service, Bureau of Land Mangement, Simpson Timber Company, and the Hoopa Indian Reservation on a "Non-Discriminatory" and equal opportunity basis.

For More Info & Entry Form Send One Large S.A.S.E to:
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GATE OPENS	6:00
SIGN UP	7:00
PRACTICE	8:00
RACING PROMPTLY AT	10:00

MAY 8, 1994

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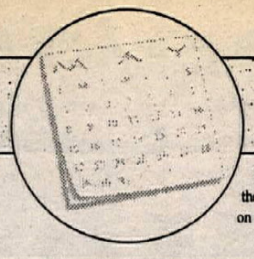
DAVID, his sponsors and friends hope you will join us for a day of good racing and good will, and help raise money for Jerry's kids.
For information call 904-591-2050



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/29 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
5/1 Vila Santa Cruz, Arg., Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
4/24 Montevarzhi, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
5/15 Servieres le Chateau, Fra., Rnd 2
5/22 Bergamo, Italy, Rnd 3
6/12 Uppsala, Sweden, Rnd 4
6/19 Jamsa, Finland, Rnd 5
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
4/24 Hoghton Towers, Eng., Rnd 2
5/15 Bilstain, Belgium, Rnd 3
5/22 Osnabruck, Germany, Rnd 4
6/5 Nepomuk, Czech Rep., Rnd 5
6/12 Breal S. Montfort, Fra., Rnd 6
6/26 Donner Pass, CA, U.S.A., Rnd 7
7/10 Viella, Spain, Rnd 8
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

World Individual Speedway Championship
8/20 Vojens, Denmark

World Team Speedway C'ship
9/18 Brokstedt, Germany

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Grand Nat'l C'ship Series
4/23 Sacramento, CA, Rnd 2
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/25 Lima, OH, Rnd 6
6/18 Dallas, TX, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 *Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Goshen, IN, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

AMA 600cc Nat'l C'ship Series
5/21 ST Bellingham, WA, Rnd 2
5/28 TT Castle Rock, WA, Rnd 3
6/12 TT Peoria, IL, Rnd 4

AMA Harley-Davidson 883 Nat'l Championship Series
4/23 M Sacramento, CA, Rnd 2
5/14 HM Pomona, CA, Rnd 3
5/29 M Du Quoin, IL, Rnd 4
6/4 HM Mineralwells, WV, Rnd 5
6/18 HM Dallas, TX, Rnd 6
7/2 *HM Mechanicsburg, PA, Rnd 7
7/9 HM Lake Odessa, MI, Rnd 8
7/16 HM Hagerstown, MD, Rnd 9
7/23 HM Sedalia, MO, Rnd 10
8/10 HM Rapid City, SD, Rnd 11
8/13 *HM Denver, CO, Rnd 12
9/4 M Springfield, IL, Rnd 13
9/17 M Sacramento, CA, Rnd 14
10/8 HM Pomona, CA, Rnd 15

AMA Regional Dirt Track Championship Series
4/22 ST Cherokee, NC, Rnd 2
5/21 HM Greenville, OH, Rnd 3
5/22 HM Norwalk, OH, Rnd 4
5/30 HM York, PA, Rnd 5
6/11 HM Dayton, OH, Rnd 6
6/24 HM Orrville, OH, Rnd 7
7/4 HM Frederick, MD, Rnd 8
8/21 HM Terre Haute, IN, Rnd 9
8/26 HM Greenville, OH, Rnd 10
9/3 M Springfield, IL, Rnd 11
9/9 TT Castle Rock, WA, Rnd 12

AMA Camel Supercross Series
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

Mid-West Region
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

Southwest Region
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

Northeast Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
5/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

AMA Nat'l Championship Reliability Enduro Series
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Grand National Cross Country Series
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info: 614/891-2425

AMA National Championship Hare & Hound Series
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

AMA U.S. National Speedway Championship
10/1 Costa Mesa, CA

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Qualifying Series
Northeast Region
4/23-24 Aquasco, MD
4/23-24 Armaugh, PA
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA
Southeast Region
4/23-24 Axton, VA
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL
Southcentral Region
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX
*** Southwest Region**
6/18 Moreno Valley, CA
*** Midwest Region**
5/29 Hollister, CA
*** Northwest Region**
5/22 Roseburg, OR
Mideast Region
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN
Northcentral Region
4/23-24 Hoopeston, IL
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

AMA/Prostar Drag Race Series
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mega Series
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV
Southeast Region
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
North Central Region
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN
Mid-Central Region
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN

South Central Region
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

***WERA Nat'l Endurance Series**
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
8/6 Topeka, KS
9/17 Steamboat Springs, CO
10/15-16 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
10/15-16 Talladega, AL
Info 715/842-9699

***AHRMA/Vintage Iron Nat'l MX Series**
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
5/29 Wheatley, ON, Can.
6/5 Glen Helen, CA
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

***AHRMA/Classic Bike Magazine Dirt Track Series**
4/30 Budds Creek, MD
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
7/15 Braselton, GA
7/30 Weedsport, NY
8/11 Rapid City, SD
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/2 Dallas, TX
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
8/13 Toronto, OH
8/26 White City, IL
9/11 Beaumont, KS
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA

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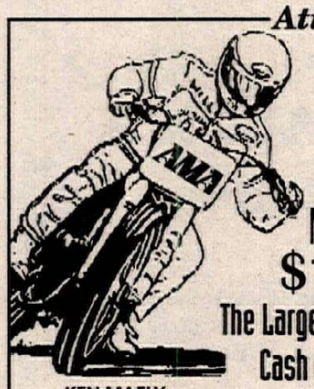
Attention Dirt-Track Riders


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MAY 6&7, 1994
$15,000 Weekend
The Largest Dirt-Track Pro-Am on the West Coast!
Cash and Contingency Weekend. Be There!
*Friday, May 6 - TT Race
*Saturday, May 7 - 3/8 Mile Dirt-Track
(Soon to be a 1/2 Mile Track)
* This is a replacement for the Bakersfield regional
New $1,500.00 883cc Race.
These are night events on May 6th & 7th 1994.
Remember the $2,000.00 Pro-Am T.T. Race on Friday Night May 6th
EDDIE MULDER - Inaugural TT Race
Warm-up for this Regional April 30th 1994, Saturday Night Races
$1,500.00 883 Purse Sponsored By:
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Sat., Apr. 23	GFI Super Sat. Morn. MX	Perris
Sat., Apr. 30	GFI Super Sat. Morn. MX	Perris
Sat., May 7	GFI Super Sat. Morn. MX	Perris
Sat., May 14	White Bros. Four Stroke TT	Perris

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MOTORCYCLE PARK
- 600 acres containing over 20 miles of beginner to advanced trails.
- Watered and groomed motocross and ATV tracks.
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$27,500 PURSE 125 & 250 NATIONAL
AMA PRO MX - - SUNDAY MAY 1
SEE FACTORY TEAMS FROM HONDA, SUZUKI, KAWASAKI, YAMAHA, KTM

GATES OPEN 6 AM • RACING STARTS AT NOON
PRACTICE & QUALIFYING STARTS 9 AM

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Adults $10
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Adults $15 in advance $20 at the gate

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A, B & C Classifications for
80 • 125 • 250 • OPEN
UP THE HILL B & C
VET • SENIOR • SUPER SENIOR
+ Sound of Thunder Amateur 4-stroke Series
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Presents

1994 WORLD CHAMPIONSHIP MAMMOTH MOUNTAIN MX

JUNE 11 & 12, 1994

CLASSES

OTMX (Chapter)
Master — Senior Master
Expert — Senior Expert
Amateur — Senior Amateur
Novice — Senior Novice

Jr. Vet Class (Must be 25-29 years old)
Amateur — Master

OTHG (Chapter) Limit: 35 riders per class
Pro — Novice
Expert — Beginner
Intermediate

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No riders Under 12 years old
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2 Motos Saturday and 2 Motos Sunday for Everybody!
Call Now For Entry Form
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Now Open for Practice & Riding 3 DAYS a WEEK
Tuesdays: 9:00a.m.-2p.m./4:00p.m.-10p.m.
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Track is groomed and watered for each session.
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SRA GP California Schedule
Members — Non Members
April 24 Carlsbad
May 22 Glen Helen
Info (714) 957-2985

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
5/21 Grattan, MI
6/5 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
5/15 Casper, WY
6/12 Preston, ID
7/17 Glenwood Springs, CO
8/13-14 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

AHRMA SoCal MX Series
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info: 714/897-8265

AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
4/24 New Lisbon, NJ
5/8 Stanhope, NJ
5/22 West Greenwich, RI
5/29 New Philadelphia, PA
6/5 Whiteford, MD
7/10 Speedsville, NY
7/17 Blain, PA
7/24 Crossforks, PA
8/7 Middlebury Center, PA
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 609/657-6338

ECEA Championship Hare Scrambles Series
6/19 Ludwiges Corner, PA
7/31 Fair Hill, MD
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 609/657-6338

ECEA Dual Sport Series
5/1 Brandonville, PA
5/15 Atsion, NJ
6/12 Manahawkin, NJ
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 609/657-6338

NMRA Drag Racing Series
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

*New England Trials Association C'ship
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
4/24 Monson, MA
5/8 Lebanon, NH
6/5 Monson, MA
6/12 Greenfield, MA
6/14 Gilford, NH
7/10 Tyler Hill, PA
7/17 Lebanon, NH
7/24 Caroga Lake, NY
7/31 Tyler Hill, PA
8/7 Greenfield, MA
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

SETRA Championship Hare Scramble Series
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

Black-Jack Enduro Series
5/1 Chadwick, MO
5/22 Flatriver, MO
6/12 Gainsville, TX
6/25 Stillwater, OK
8/21 Nimrod, AR
10/16 Collins, MO
Info 417/345-6211

AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info 615/573-5425

New York State C'ship Hare Scrambles Series
5/8 Little Genesee, NY

5/22 Java, NY
6/5 Cattaraugus, NY
6/26 Noravia, NY
7/24 Parksville, NY
8/7 South Edmonsten, NY
8/14 Rew, PA
8/28 Little Genesee, NY
9/11 Eleenville, NY
10/16 South Edmonsten, NY
10/23 Newark, NY
Info 716/928-2837

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Spring MX Series
4/24 Linnesville, PA
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-5505

CRA Vintage Motocross Series
4/23 Malvern, OH
5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info: 307/742-4136

OMRRA Road Race Series
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Castrol "Canada Cup" Superbike Series
5/23 Toronto, Ontario
7/9-10 Montreal, Quebec
8/13-14 Halifax, Nova Scotia
8/27-28 Montreal, Quebec
9/3-4 Alma, Quebec
Info 514/582-4051

Canadian Supercross Series
9/10 Montreal, Quebec
Info 416/363-9035

CMA Canadian Motocross National Series
5/15 Markham, ON, Can.
5/29 Wheatley, ON, Can.
6/19 Nanaimo, BC, Can.
6/26 Mission, BC, Can.
7/2-3 Uxbridge, ON, Can.
7/3 Ft. Saskatchewan, AB, Can.
7/9-10 Agassiz, BC, Can.
7/10 Melita, MB, Can.
7/30-31 Riverglade, NB, Can.
Info 905/522-5705

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
4/29-5/1 Gran Carrera De Mexicali Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

Tucker Rocky MX C'ship Series
5/1 Easton, PA
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

Outlaw Motocross Spring Classic Series
4/24 Ashland, NE
5/8 Westmoreland, KS
5/15 Ashland, NE
5/22 Westmoreland, KS
6/5 Palmyra, NE
6/12 Ashland, CE
6/19 Westmoreland, KS
6/26 Ashland, NE
Info 913/456-2516

South Dakota/Iowa MX Series
4/24 Yankton, SD
5/1 Sioux Falls, SD
5/15 Yankton, SD
5/22 Cherokee, IA
6/5 Yankton, SD
6/11 Storm Lake, IA
6/19 Cherokee, IA
7/10 Sioux Falls, SD
7/16 Storm Lake, IA
7/24 Cherokee, IA
8/14 Yankton, SD
8/20 Storm Lake, IA
8/28 Sioux Falls, SD
9/11 Cherokee, IA
9/25 Sioux Falls, SD
10/9 TBA
Info 605/362-0267

Nor Cal YSR C'ship Series
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

South Florida Motocross Spring Series
4/23 Ona, FL
4/30 Homestead, FL
5/15 Homestead, FL
5/22 Clewiston, FL
5/29 Ona, FL
6/5 Clewiston, FL
6/26 Ona, FL

MTEG Ultracross Series
4/23 Las Vegas, NV
6/18 Salt Lake City, UT
8/TBA Detroit, MI
10/1 Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur SX Series
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Central California Spring MX Series
4/24 San Jose, CA
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/547-0312

AMA No. California Enduro & Qualifier Classics
4/23 *Minden, NV
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
4/23 Minden, NV
5/15 Ballinger Canyon, CA
5/15 Lakeport, CA
5/29 Klamath, CA
10/2 Sparks, NV
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
5/1 Buelcher, TX
5/15 Gholson, TX
5/29 Montague, TX
6/12 Euless, TX
6/26 St. Joe, TX
8/21 Lake Whitney, TX
9/4 Terrell, TX
9/18 Montague, TX
10/2 High Grove, TX
10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
4/23-24 Fairview, NC
5/14-15 Crossville, TN
6/4-5 Alpharetta, GA
6/11-12 Carrollton, KY
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Sound of Thunder Four-Stroke Series
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

CMC Spring Classic Nationals
South
4/24 Adelanto, CA
5/1 Palmdale, CA
5/8 Ramona, CA
North
4/24 Carson City, NV
8/7 Marysville, CA
Final
5/14-15 Adelanto, CA
Info 619/246-7262

AFM Road Race Series
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AB., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR

WHITE BROTHERS
FOUR-STROKE MX & TT SCRAMBLES
WORLD CHAMPIONSHIPS
May 14 & 15 - Perris Raceway, California
Race Saturday TT or Sunday MX or Both!
4-Strokes Only - Classes for All Riders - No Membership Required

SATURDAY
TT Scrambles-Smooth Track
Modern & Vintage Classes
(Vintage is Pre'75)
Any Tires Allowed
NEW - True Flat Track Class
with Class 'C' Tires Required
Gates open 7 AM
Practice 9 AM Race 10 AM

SUNDAY
Motocross
Long Motos - New Track
All Bike Sizes & Classes
2 Pro Classes - 500/Open
Open Pro $3500 PURSE
500 Pro 100% Payback
Gates open 6 AM
Practice 8 AM Race 9 AM

Minis Stock & Modified
Dual Sport Classes both days for every bike & rider
Dual Sport Bikes MUST be street legal

Entry: Sportsmen $25 per class - Pro $35
Gate Fee: Adults $8, Kids 6-12 $6, Under 6 Free
Minimum 6 riders per class: Nov,Int, Ex, Pro, Mini
FREE Overnight Camping • Food Services & Barbecues
For Information call GFI Racing at (909) 371-3434

NEW! 2-Rider Team/Buddy Race on Sunday - FREE FUN EXTRA!

PRESENTED BY
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Contingency Prizes from:

Vintage + Singles + Twins = A Formula For Excitement!

Check out these all-AHRMA two-day weekends:

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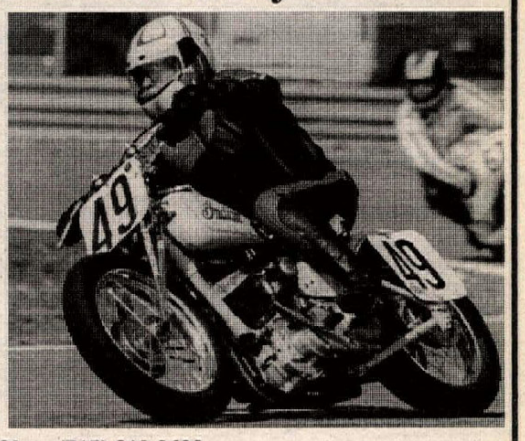
- May 21-22 Grattan, MI
  Plus: Vintage MX & trials, swap meet
- June 18-19 Blackhawk Farms, WI
  Vintage only: Motorcycles, cars & planes
- July 9-10 Sears Point, CA
  Plus: BMW Legends, swap meet

Contact us for more events and information.



AHRMA, Box 882, Wausau, WI 54402-0882 • (715) 842-9699

SPEEDWAY RACING
Every Friday Night
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Costa Mesa, California
Info: (714) 492-9933

April 22 Handicap & Scratch Racing
April 29 Handicap & Scratch Racing
ALL THRU MAY - "Student Body Mayhem"
2 for 1 Admission with student ID
May 6 Handicap & Scratch Racing
May 13 Handicap & Scratch Racing

COMMOTION BY THE OCEAN VII
Carlsbad Raceway - MAY 14 & 15
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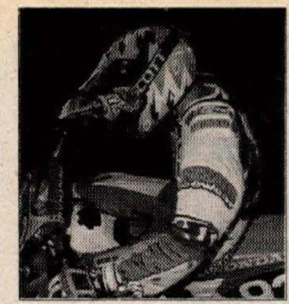

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GLEN HELEN

EVENT CALENDAR

Sat., Apr. 23	Micro Sprint Races
Sun., Apr. 24	MX Practice - 2 tracks
Sun., May 1	Motocross Practice GP and MX
Wed., May 4	Speedway Season Opener
Sat., May 7	Micro Sprint Races
Sun., May 8	CRC MX
Wed., May 11	Speedway Season Opener

WHAT'S HAPPENING
★ Speedway Season Opener May 4 ★
Free collectors series Glen Helen Speedway Pins to first 1000 fans at season opener.

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)

Thurs.	NATIONAL GP & VINTAGE MX	8 a.m.-5 p.m.
Sat.	NATIONAL GP	8 a.m.-12 p.m.
	VINTAGE MX	8 a.m.-5 p.m.
Sun.	VINTAGE MX	8 a.m.-5 p.m.

*NO MX PRACTICE

Track Watered and Prepped for Each Practice

RACE HOTLINE: (909) 880-1733

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9916 Pioneer Blvd., Santa Fe Springs, CA 90670
TEL (310) 942-8480 FAX (310) 949-4211

Old Timers MX Association Race Schedule

Sun., April 24	GP	LACR
Sat., April 30	MX	Perris Raceway

For Information Call (714) 633-9503

CRC **California Race Schedule**

100% PRO PAYBACK

Sun., Apr. 24	CRC GP (Meadow Muffin)	L.A.C.R.
Sun., May 1	CMC (Spring Classic)	L.A.C.R.
	CMC Event - CRC Membership Honored	
Sun., May 8	CRC MX (Dunestown Series)	Glen Helen
Sun., May 15	CRC MX (Dunestown Series)	L.A.C.R.
Sun., May 22	CRC MX (Dunestown Series)	Sunrise

CRC Info (805) 272-8889

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

LACR *Los Angeles County Raceway*
Palmdale, CA 93550
Info: (805) 272-8889
1994 Motocross & Gran Prix Schedule

April 24	L.A.C.R.	CRC G.P. (Meadow Muffin)
May 1	L.A.C.R.	CMC (Spring Classic)
	(CMC Event - CRC Membership Honored)	
May 15	L.A.C.R.	CRC MX (Dunestown Series)

Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/3-4 Fernley, NV
Info 208/327-0693

MRA Suzuki Tri-State Challenge

4/22 Milan, MI
5/1 Delta, OH
5/20 Milan, MI
6/4 Delta, OH
6/17 Milan, MI
7/10 Delta, OH
7/29 Milan, MI
8/5 Milan, MI
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series

5/14 Missoula, MT
6/3-4 Coeur d'Alene, ID
11/5 Evansville, IN
11/19 Steubenville, OH

Central Arizona Trials Series

4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series

5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series

5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series

4/30-5/1 Death Valley, CA
5/15 Gorman, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Mojave, CA
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
10/23 Anza, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info: 818/249-2141

CMMC Mini Nationals

8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

WIMSA MX Series

4/23 Moreno Valley, CA
5/7 Moreno Valley, CA
Info 909/659-4754

WIMSA Ladies MX World Cup

5/29 Oklahoma City, OK
Info 909/659-4754

APRIL

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• Denotes Pro Payback

Fri, April 22

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

CALIFORNIA SHORT TRACK
• AMA, Dist. 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.

CALIFORNIA MOTOCROSS
CMC, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS
Suzuki Tri-State Challenge, Milan Cycle City, Milan. Info: 313/289-2100.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

April 23-24

CALIFORNIA MOTOCROSS
Over the Hill Gang, North Chapter National, Hanford. Info: 209/733-9528.

NEVADA ENDURO
Cycle Gear/High Sierra M/C, National Reliability qualifier, Carson Valley. Info: 702/425-HSMC.

NEVADA ROAD RACING
Las Vegas Speedway Park, Las Vegas. Info: 702/593-0023.

Sat, April 23

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.

ARIZONA MOTOCROSS
• GFI Arizona/Ponca City qualifier, Mountain View Raceway, Tucson. Info: 602/437-5767.

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 4, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
WIMSA, Starwest Supercross Park, Perris. Info: 909/659-4754.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line,.Ona. Info: 813/751-2116.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.

INDIANA MOTOCROSS
Haspin Acres Championship Series, Laurel. Info: 513/353-3555.

NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.

NORTH CAROLINA MOTOCROSS
• Richard Clippard, Lenoir. Info: 704/758-4342.

NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.

OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-4945.

OHIO MOTOCROSS
• AMA/American Motosports, Inc., McArthur. Info: 614/596-2057.

OHIO MOTOCROSS
Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS
• AMA/American Motosports, Inc., Delaware County Fairgrounds, Delaware. Info: 614/596-2057.

PENNSYLVANIA MOTOCROSS
Evansville Raceways Inc, Berwick. Info: 717/759-2841.

WEST VIRGINIA MOTOCROSS
• Reedsville Volunteer Fire Dept., Reedsville. Info: 304/864-6193.

Sun, April 24

ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Amity. Info: 501/362-4230.

CALIFORNIA MOTOCROSS
AMA D-36/Motowest, Central Cal. Spring Series, Rnd 4, Metcalf Cycle Park, San Jose. Info: 408/238-8208.

CALIFORNIA GRAND PRIX
SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA GRAND PRIX
CRC, Meadow Muffin G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA GRAND PRIX
Old Timers MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.

CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 2-So., Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CALIFORNIA MOTOCROSS
•CMA, Pioneer Arena, Oakdale. Info: 209/847-9538.

CALIFORNIA HARE N HOUND
Vikings M.C./AMA D-37, The Vikings Virgin Voyage 1994, Lucerne Valley. Info: 909/247-6625.

CALIFORNIA MOTOCROSS
• GFI, Oatfield Motocross Track, Turlock. Info: 209/667-7109.

GEORGIA MOTOCROSS
Georgia Spring Series, Calhoun Supercross, Calhoun. Info: 414/943-4935.

IOWA HARE SCRAMBLES
AMA/Iowa Enduro Riders Assoc., IERA Seris, Winterset. Info:515/795-3440.

IDAHO MOTOCROSS
Dexter Invitational, Fossil Bowl, Clarkia. Info: 208/245-3608.

ILLINOIS POKER RUN
Ridgewood Cycle Asso., Ryan's Tavern, Frankfort. Info: 815/469-3655.

ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.

ILLINOIS TRIALS
Forest City Riders, Byron. Info: 815/963-9311.

INDIANA GRAND PRIX
Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

KANSAS MOTOCROSS
• K.O.R.R., Spring Championship, Green Acres MX Park, Marion. Info: 316/636-5113.

KANSAS TT SCRAMBLES
Midstates Dirt Racers Assoc., Northeast KS MX, Westmoreland. Info: 913/286-1261 or 913/986-6382.

KENTUCKY MOTOCROSS
Pendleton Mo. M/C Park, Gardnersville. Info: 606/472-3442.

LOUISIANA HARE SCRAMBLE
AMA/SERA Sanctioned, Louisiana Trail Riders Assn., Springhill Plantation, Wilson. Info: 504/748-8693 or 748-8569.

MARYLAND MOTOCROSS
• Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MASSACHUSSETS HILLCLIMB
AMA, Quaboag Riders M/C, New England Hillclimbers Assn., Monson. Info: 413/267-4414 or 267-4713.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.

MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., I.M.A. Sports Arena, Flint. Info: 616/941-0815.

NEVADA MOTOCROSS
OnTrac Events/CMC, Spring Classic, Silver State Raceway, Carson City. Info: 702/267-4392.

NEVADA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 2-No., Silverstate Raceway, Carson City. Info: 619/246-7262.

NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Honda Big Bucks Shootout & Fun Day, Raceway Park Motocross, Englishtown. Info: 908/446-7800.

NEW MEXICO MOTOCROSS
CMC/MPM MX Promotions, Aztec MX Park, Aztec. Info: 505/334-9719 or 334-3918.

NEW YORK MOTOCROSS
• AMA/Dist #3, Broome Tioga Sports

Center, Binghamton. Info: 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
• AMA Dist. 29, East Coast MX, Carolina Ultra Series, New Bern. Info: 919/224-8381.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Sandusky Valley Riders, Tiffin. Info: 313/289-2100.
OHIO MOTOCROSS
M.R.A./Sandusky Valley Riders M.C., Tiffin. Info: 419/447-3054.
OHIO DIRT TRACK
• AMA, Semi Pro half mile, Championship Racing Enterprises, Inc., Clark County Fairgrounds, Springfield. Info: 513/434-7750.
OHIO HARE SCRAMBLES
CRA, Mansfield M/C Club, Mansfield. Info: 419/524-1347 or 589-8989.
OKLAHOMA MOTOCROSS
• Northdale Motoplex, Rolond. Info: 918/427-3983.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.
PENNSYLVANIA CROSS COUNTRY
AMA. Brownsbill-Luzerne City Park, Brownsville. Info:304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA Dist 5, Tucker Rocky/Team Green Spring National, Pleasure Valley Raceway, Johnstown. Info: 814/539-4114.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd/Low Country MX, Hardeeville. Info: 803/757-4226.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
SOUTH DAKOTA MOTOCROSS
• Yankton Scramblers M.C., Yankton. Info: 605/655-0335.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Swan Cycle Park. Info: 903/882-7791.
TEXAS MOTOCROSS
• El Paso Motocross, El Paso. Info: 915/857-0215.
VIRGINIA HARE SCRAMBLES
Central Virginia Trail Riders, Central Virginia 100, Dillwyn. Info: 804/794-7022 or 272-8038.
WYOMING MOTOCROSS
CCC/SRAC, Triple 'C' Raceway, Cheyenne. Info: 303/988-7722.

Tues, April 26

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

Wed, April 27

CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 29-30

TEXAS SPORT TOURING
Honda Sport Touring Assoc, Texas Hill Country. Info: 817/467-3189.

Fri, April 29

CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-Am, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA TT MARATHON
Sand Hill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
MICHIGAN MOTOCROSS
Milan Cycle City, Milan. Info: 313/289-2100.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

April 29-May 1

NORTH CAROLINA DRAG RACE
• AMA/Prostar, Spring Nationals, Rockingham Dragway, Rockingham. Info: 205/852-1101.

April 30-May 1

CALIFORNIA MOTOCROSS
Sound of Thunder Four Stroke MX National Championship Series, Rnd 1, Prairie City OHV, Sacramento. Info: 909/985-1287.
CALIFORNIA DUAL SPORT
AMA D-37/Countdown/Calif. Trail Rides, Death Valley 250, Lone Pine. Info: 818/348-8381.
CALIFORNIA POKER RUN
BLM/La Rana Desert Racing/B.F. Goodrich/AXO Sport, Barstow. Info: 619/252-3093.
CALIFORNIA GRAND PRIX
Shamrocks M.C., AMA/D-37, Sunrise G.P., Sunrise Cycle Park, Adelanto. Info: 310/376-1329.
FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., AMA area qualifier, Lamoni. Info: 515/784-6121.

Sat, April 30

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA MOTOCROSS
AMA D-36/Dirt Diggers North M/C, Central Cal. Spring Series, Rnd 5/Hangtown National Sportsmen Day, Prairie City SVRA, Sacramento. Info: 916/962-3760.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
Old Timers MX, Perris Raceway, Perris. Info: 714/633-9503.
CALIFORNIA SHORT TRACK
• AMA, Dist. 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions, Castaic Lake Motocross, Castaic. Info: 805/294-0020. CANCELED
CALIFORNIA SHOW AND SWAP MEET
Mountain Motorsports, 2nd Annual Vintage Japanese M/C Show and Swap Meet, Ontario. 909/988-8988.
FLORIDA MOTOCROSS
South Florida MX Championship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
MARYLAND DIRT TRACK
Baltimore County Trail Riders/AHRMA National, Pro-Am, Budds Creek Speedway, Budds Creek. Info: 410/692-2753.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEVEDA HARE & HOUND
AMA National, Wells to Wendover. Info: 208/342-3910 or 702/753-4569.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
NORTH CAROLINA HARE SCRAMBLE
SE&TRA Speedway 100 Hare Scramble, Charlotte. Info: 704/872-1820 or 704/483-6833.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series Rnd 2, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc, Berwick. Info: 717/759-2841.
PENNSYLVANIA MOTOCROSS
• AMA/Dist.5, Racer Productions, High Point Raceway, Mt. Morris. Info: 304/594-1157.

Sun, May 1

CALIFORNIA DUAL SPORT
AMA District 36/Ridge Runners MC of Santa Cruz, Watsonville. Info: 408/475-3619.
CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.
CALIFORNIA MOTOCROSS
• CMA, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA ENDURO
AMA/D36, Championship and Family enduro, California Enduro Riders Assn., Eldorado National Forest, Georgetown. Info: 510/462-6824.
CALIFORNIA MOTOCROSS
• AMA Pro Racing/Dirt Diggers North MC, Inc., 125/250 National, Rnd 2, Sound of Thunder, Rnd 1, Praire City SVRA, Sacramento. Info: 916/923-BASS.
CALIFORNIA MOTOCROSS
• CMC Spring Classic, CMC event - CRC membership honored, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
CMC, Spring Classic Nationals, Rnd 3-So., L.A. County Raceway, Palmdale. Info: 619/246-7262.
COLORADO ROAD RACE
• Motorcycle Roadracing Assoc., Mountain View Motorsport Park, Longmont. Info: 303/530-5678.
COLORADO MOTOCROSS
MEM/SRAC, Aztec Raceway, Colorado Springs. Info: 303/988-7722.
FLORIDA ENDURO
SE&TRA Battlefield Enduro, Olustee. Info: 904/731-8844 or 268-5968.
IOWA HARE SCRAMBLES
AMA/Iowa Enduro Riders Assoc., IERA Seris, Stratford. Info:515/795-3440.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
ILLINOIS TRIALS
Lincoln Trail Motosports, Casey. Info: 217/932-2041.
ILLINOIS HARE SCRAMBLE
King City Dirt Riders, Mt. Vernon. Info: 618/244-5299, 618/244-3846 or 618/242-7956.
KANSAS MOTOCROSS
• K.O.R.R., Sprockets II MX, Derby. Info: 316/636-5113.
KENTUCKY MOTOCROSS
AMA, Little Caesar's Bluegrass Spring Championship, London. Info: 606/877-1364.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MASSACHUSETTS ENDURO
NETRA Championship Series, John Monahan, Freetown. Info: 203/875-5757.
MISSOURI ENDURO
Black Jack, Chadwick. Info: 417/345-6211.
NEW YORK MOTOCROSS
Claverack Motocross/AMA Dist 34, Claverack MX Track, Claverack. Info: 518/828-6149.
NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.
NORTH CAROLINA HARE SCRAMBLES
Mid-East Series, Stateline Motorcycle Club, Yamaha Challenge, Shelby. Info: 704/484-9000 or 704/937-9177.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Inc., Marshall. Info: 704/645-3097.
OHIO MOTOCROSS
Dist. 11/Treaty City Motorcycle Club, Coreenville. Info: 513/548-7197.
OHIO MOTOCROSS
CRA, Western Reserve, Salem. Info: 216/337-8077 or 337-8005.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON CROSS COUNTRY
Monkey Butt by Nora M.C., OMRA Series Points event, Tillamook State Forest, Portland. Info: 503/648-2465.
PENNSYLVANIA MOTOCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/Flying Dutchmen Motorcycle Club, Inc., R&J Trophy Day, Pine Grove. Info: 717345-6340 or 345-8734.

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DISTRICT 37 COMPETITION RIDER AMA
RESCUE 3 BARSTOW CALIF.

BADGERS MC
Celebrate Their 25th Anniversary With A
MOTHER'S DAY COP OUT

T-Shirts With Names of the 1993 Two Day Winners

A portion of the proceeds of the race will be donated by the Badgers to the District 37 Legal Defense fund in memory of Mike Tracy

DUAL EUROPEAN SCRAMBLES
MAY 7 & 8, 1994
Teagle Wash
Red Mountain, CA

- 10% Trophies - each day, plus special trophies for 2 day overall winners in each class based on total points earned both days. In case of tie best finish on second day prevails.
- Motocrossers Welcome!
- Entry Fee: $17.00 one day or $32 for both days
- No 3 wheelers Allowed.
- No Under 16 Quad Riders.
- District 37 Points Event
- AMA Membership Required.
- Spark Arresters Required.

Kids Event Saturday (Free)

Two Row Start for Sen/Mag, Ex, Am

	9:00	10:30	12:00	1:30
Sat -A	Ex-Am Sen-Mag	Sup. Sen. Wmn-Mini-All	Ex-Am Vets-All	Ex-Am 125,500,250
Sat - B	Nov-Beg Sen-Mag	Quads All	Beg-Nov Vets-All	Nov-Beg 250

Two Row Start for Sen/Mag, Ex, Am

	8:00	9:30	11:00	12:30
Sat -A	Nov-Beg Sen-Mag	Quads All	Beg-Nov Vets-All	Nov-Beg 125,500,250
Sat - B	Ex-Am Sen-Mag	Sup. Sen. Wmn-Mini-All	Ex-Am Vets-All	Ex-Am 125,500,250

For Further Information Contact:
Tom Edmonds (818) 894-1452 John Tompkins (714) 894-2821 Dick Postma (805) 944-1894

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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Apr. 23 - Spring Series Night Racing (No Lic. Req'd)
Sat., Apr. 30 - Spring Series Night Racing (No Lic. Req'd)
Sat., May 7 - Spring Series Final (No Lic. Req'd)
Sat., May 14 - Starwest Night Racing (No Lic. Req'd)
OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m., Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00
Info Call: 714-855-2707

Open For Practice & Racing
TEMECULA MOTORSPORTS PARK
New Moto-X track Designed by Karl Scanlan
New High Bank Dirt Oval
New Peewee Track Now Open
Come Practice and Race at California's Newest track
Both tracks watered and prepped by Karl Scanlan
Open Practice April 27,29,30 & May 1
Practice times 8:00 to 4:00
Practice fee $15.00 for More Info Call 909-698-4800

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

PENNSYLVANIA HARE SCRAMBLES
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA MOTOCROSS
• AMA/Tucker Rocky Championship Series, Bushkill Valley MX Park, Easton. Info: 908/752-7305.
PENNSYLVANIA MOTOCROSS
• AMA/Dist. 5, Racer Productions, Team Green Spring Series, High Point Raceway, Mt. Morris. Info: 304/594-1157.
PENNSYLVANIA ROAD RACE
Mechanicsburg Sports Car Ctr, New Bloomfield Kart Track, Mechanicsburg. Info: 717/697-0952.
SOUTH DAKOTA MOTOCROSS
• South Dakota/Iowa Motocross Series, Saddleback Park, Sioux Falls. Info: 605/362-0267.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Lake Whitney Cycle Ranch, Whitney. Info: 817/695-2901.
VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club, Blue Ridge, Martinsville. Info: 703/632-5931.
VIRGINIA MOTOCROSS
• AMA Pro-Am, Pro Sports, Wytheville. Info: 804/792-5355.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.
WASHINGTON MOTOCROSS
Motocross Northwest, Washougal Motocross Track, Washougal. Info: 503/673-1671.

Tues, May 3

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

Wed, May 4

CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 6-8

WASHINGTON ROAD RACE
WMRRA, Seattle International Raceway, Spring Cycle Classic, Kent. Info: 206/972-4499.

Fri, May 6

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-AM, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA SHORT TRACK
FAST, Madera Speedway, Madera. Info: 408/457-2088.
CALIFORNIA TT
Int'l Sport Promotions, Willow Springs, Rosamond. Info: 818/360-5882.
CALIFORNIA TT MARATHON
Sand Hill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
INDIANA SHORT TRACK
Fast Track Racing, Inc., Sportsman Motorcycle Club, District 15, Brazil. Info: 219/426-5528.
NEVADA MOTOCROSS
On Trac Events, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.
TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TEXAS MOTOCROSS
Terry D. Cordray/Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

May 7-8

CALIFORNIA DUAL EURO SCRAMBLES
D-37/Badger's M.C., Teagle Wash, Red Mountain. Info: 818/894-1452.
NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds, Marion. Info: 614/596-2057.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.
WISCONSIN BIKE SHOW
Great Lakes Dragaway, Bike show, drags and swap meet, Union Grove. Info: 414/878-3783.

Sat, May 7

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• GFI Arizona, NMA Ponca City qualifier, Mountain View Raceway, Tucson. Info: 602/437-5767.
CALIFORNIA MOTOCROSS
W.I.M.S.A., Starwest Supercross Park, Moreno Valley. Info: 909/659-4754.
CALIFORNIA MOTOCROSS
• Rojo Productions/Saturday Night Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 3-No., Marysville Riverfront Track, Marysville. Info: 619/246-7262.
CALIFORNIA SHORT TRACK
• AMA Dist 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
CALIFORNIA DIRT TRACK
AMA/Int'l Sport Promotions, Willow Springs, Rosamond. Info: 818/360-5882.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
INDIANA MOTOCROSS
J&S Racing, Chrisney City Park, Chrisney. Info: 812/897-0629.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
Richard Clippard, Wilkes County Motocross Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morganton. Info: 704/584-8519.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
OHIO MOTOCROSS
AMA/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-MOTO.
OKLAHOMA ROAD RACE
HRRC/MCRA, Sprints, Hallett GP, I-44 Challenge & 100K, Hallett Motor Racing Circuit, Hallett. Info: 918/446-6657.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series Rnd 3, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.
PENNSYLVANIA SUPERCROSS
• Evansville Raceway, Inc., Berwick. Info: 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.
TENNESSEE MOTOCROSS
• AMA/I-40 Motocross, Hot Summer Nights, Lenoir. Info: 615/573-5425.
WEST VIRGINIA MOTOCROSS
• Reedsville Volunteer Fire Dept., Reedsville. Info: 304/864-6193.

Sun, May 8

CALIFORNIA MOTOCROSS
Motowest Racing, NMA Ponca City qualifier 1, Hollister Hills G.P. Track, Hollister. Info: 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 4-So., Barona Oaks Raceway, Ramona. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, Dunestown Series, San Bernardino. Info: 805/272-8889.
CALIFORNIA RALLY
Monterey Bay Classic European Motorcycle Club, 11th Annual Rally of European Motorcycles, Santa Cruz Co. Fairgrounds, Watsonville. Info: 408/424-5265 ro 394-7346.
COLORADO MOTOCROSS
RMP/SRAC, Mad Max Raceway, Erie. Info: 303/988-7722.
CONNECTICUT MOTOCROSS
New England Sports Committee, Central Village. Info: 413/772-0685.
IDAHO MOTOCROSS
Fossil Bowl, Dexter Invitational, Clarkia. Info: 208/245-3608.
ILLINOIS TRIALS
Rock River Riders M.C., Polo. Info: 815/232-2731.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.
KANSAS MOTOCROSS
• Outlaw Motocross, Manhattan Motorcycle & Marine, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.
MARYLAND MOTOCROSS
Antietam Motorcycle Club, Inc., MX and Vintage MX, Hagerstown. Info: 301/797-8686 or 301/797-1607.
NEW HAMPSHIRE HILLCLIMB
AMA/Ridge Runners/New England Hill Climbers Assn., Amatuer Hillclimbing, Lebanon. Info: 413/267-4713 or 413/788-7406.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW YORK HARE SCRAMBLES
• AMA/N.Y. State C'ship, T&P Moto Park, Little Genesee. Info: 716/928-2837.
NEW YORK MOTOCROSS
• Walden Playboys MX, AMA sanctioned, Wallkill. Info: 914/635-9455.
NEW YORK MOTOCROSS
• AMA Dist 3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
• AMA District 29, Devil's Ridge MX, Sanford. Info: 919/776-2412.
OHIO HARE SCRAMBLES
CRA/Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.
OHIO MOTOCROSS
• Kenworthys GP Club, Inc., Traditional Grass Race, Troy. Info: 513/335-4763.
OHIO MOTOCROSS
CRA, Ohio International, Ravenna. Info: 216/369-5993.
OHIO ENDURO
AMA/Dist. 11/C.E.R.A., Chiccicothe. Info: 614/775-4694 or 775-9777.
OHIO HARE SCRAMBLES
CRA, Salem M.C. Clubgrounds, Salem. Info:216/482-2971 or 216/427-6645.
OKLAHOMA MOTOCROSS
• Northdale Motoplex, Rolond. Info: 918/427-3983.
OKLAHOMA MOTOCROSS
RBH, Inc., NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA, District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/ 692-2360.
VIRGINIA MOTOCROSS
AMA Pro-Am Series, Lake Sugartree, Axton. Info: 804/792-5355.
WASHINGTON SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Kingdome, Seattle. Info: 714/254-3001.

Mon, May 9

NORTH CAROLINA MOTOCROSS
AMA, Dist 29, Devil's Ridge MX, Sanford. Info: 919/776-2412.

Tues, May 10

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

Wed, May 11

CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, May 12

CALIFORNIA MOTOCROSS
CMC, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

May 13-15

SOUTH CAROLINA SPORT TOURING
Honda Sport Touring Association, South Carolina Rally and Party, South Carolina Curvies. Info: 803/781-4293.

Fri, May 13

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA TT MARATHON
Sand Hill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/482-2971 or 427-6645.
OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
TEXAS MOTOCROSS
Terry D. Cordray/Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

May 14-15

ARIZONA ROAD RACE
CMRRA, 50-80cc GP, Phoenix Formula K Raceway, Phoenix: Info: 909/674-2007.
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
CALIFORNIA MOTOCROSS
• White Bros. 4-Stroke World Championship, Perris Raceway, Perris. Info: 714/692-3404.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 5-6 (Final), Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
Racing Ent., Commotion by the Ocean VII, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Titusville. Info: 407/264-0559.
PENNSYLVANIA DUAL SPORT
AMA/Durty Dabbers, National Series, Williamson Honda, Mill Hall. Info: 717/726-3343.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-4541.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, AMA area qualifier, Christiana. Info: 615/896-3245.

Sat, May 14

CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA MOTOCROSS
• Sound of Thunder Four Stroke MX National Championship Series, Rnd 2, Carlsbad Raceway, Carlsbad. Info: 909/985-1287.
CALIFORNIA FLEA MARKET
Abate Local 25, VFW Post #6158, Fair Oaks. Info: 916/624-8223.
CALIFORNIA MOTOCROSS
Rojo Productions/Starwest Night MX, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
COLORADO SUPERCROSS
E&M/SRAC, Greeley Stadium, Greeley. Info: 303/988-7722.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.
INDIANA MOTOCROSS
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
MINNESOTA SHORT TRACK
D.T.R.A., Championship Series, Isanti County Fairgrounds, Cambridge. Info: 612/571-9965.
MONTANA HALF MILE
MotorSports of America, half mile flat track, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.
NEW HAMPSHIRE
VINTAGE ROAD RACE
United States Classic Racing Assoc., Inc., NHIS, Loudon. Info: 603/239-6778 or 225-0108.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
PENNSYLVANIA SUPERCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
• Evansville Raceway, Inc., Berwick. Info: 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.

Sun, May 15

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA TRAIL RIDE
California Trail Rides, Frazier Mountain 100, Hungry Valley. Info: 714/992-9291.
CALIFORNIA MOTOCROSS
• Sound of Thunder Four Stroke MX National Championship Series, Rnd 3, Perris Raceway, Perris. Info: 909/985-1287.
CALIFORNIA ENDURO
Polka Dots M/C family enduro, El Dorado National Forest, Omo Ranc. Info: 707/451-1141.
CALIFORNIA MOTOCROSS
AMA D-36/Salinas Ramblers, Central Cal. Spring Series, Rnd 6, Laguna Seca MX, Monterey. Info: 408/394-6294.
CALIFORNIA MOTOCROSS
• CMA, Pioneer Speedway & Arena, Oakdale. Info: 209/847-9538.
CALIFORNIA GRAND PRIX
Double Cross Racing, Temecula Motorsports Park, Temecula. Info: 909/371-6333.
CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
CRC MX Dunestown Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.
COLORADO ROAD RACE
Motorcycle Roadracing Assoc., Second Creek Raceway, Commerce City. Info: 303/530-5678.
FLORIDA MOTOCROSS
South Florida MX C'ship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
GEORGIA HARE SCRAMBLE
SE&TRA Cracker 50 Hare Scramble, Maxeys. Info: 404/373-3447.
IOWA HARE SCRAMBLES
AMA/Iowa Enduro Riders Assoc., IERA Seris, Winterset. Info:515/795-3440.
ILLINOIS TRIALS
Dirt Riders, Oakley. Info: 217/877-1421.
ILLINOIS CROSS COUNTRY
UORRA, Morrison. Info: 815/778-3641.
INDIANA MOTOCROSS
• AMA District 15/Hoosier Hilltoppers M.C., Uniontown. Info: 812/522-1522.
INDIANA HARE SCRAMBLES
District 15 & 17/AMA Championship, Salt Fork Dirt Riders, Inc., Perrysville. Info: 217/446-2640.
INDIANA GRAND PRIX
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
MASSACHUSETTS TURKEY RUN
NETRA, Gnarley Dude, W. Greenwich. Info: 203/875-5757.
NEBRASKA ENDURO
RMEC Championship Series, Chadron. Info: 307/742-4136.
NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.
NEW YORK HARE SCRAMBLES
NETRA Championship Series, Catra I, Fishouse. Info: 203/875-5757.
NEW YORK MOTOCROSS
Claverack Motocross/AMA Dist 34, Claverack MX Track, Claverack. Info: 518/828-6149.
OHIO RIDE
District 12 of Ohio/Glass City Motorcycle Club, Napoleon. Info: 419/666-8413/592-7123.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info: 419/562-6931.
OHIO POKER RUN
Treaty City Motorcycle Club, Greenville. Info: 513/968-5476.
OHIO MOTOCROSS
CRA, Amherst Meadowlark, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CRA, Western Reserve, Salem. Info: 216/337-8077 or 216/337-8005.
.OKLAHOMA MOTOCROSS
• Oklahoma State Championship Series, Ponca City. Info: 405/765-0192.
OREGON ROAD RACE
OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TEXAS SWAP MEET
Motorcycle Swap meet & show, Arlington Convention Center, Arlington. Info: 214/216-5520.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, 290 Motocross, Waller. Info: 713/893-4807.
VIRGINIA HARE SCRAMBLES
Tidewater Dirt Riders, Tidewater 100, Surry. Info: 804/488-6315 or 397-7586.
VIRGINIA AWARDS PRESENTATION
AMA Pro-Am Series, Birch Creek Motosports, Danville. Info: 804/792-5355.
VIRGINIA MOTOCROSS
• AMA/Birch Creek Motosports, Danville. Info: 804/792-5355 or 836-0710.
WASHINGTON MOTOCROSS
Motocross Northwest, Washougal Motocross Track, Washougal. Info: 503/673-1671.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

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MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Lake Tahoe Awaits!
North Lake Tahoe multi-line dealership has 2 positions to fill. We are looking for a "utility person" capable of working both in sales and in the parts department. We are also looking for a service technician. Experience with Yamaha snowmobiles, motorcycles and watercraft or Kawasaki Jet Skis is preferred. Candidates should be enthusiastic, dependable and experienced. Compensation and terms based on experience. Call or send resume to North Tahoe Motorsports, 896 Southwood Blvd., Incline Village, NV 89451. (702) 831-0472. NV. (313-16)

SALES PERSON - HAP Jones Distributing is looking for a qualified person to service motorcycle dealers over the telephone. Qualifications must include at least three years experience in the motorcycle industry. Please contact Scott Link at (408) 432-1918, ext. 45. CA. (212-TFN)

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M.C. Parts, Clothing & Accessories
Female sales person at Wagoner Cycle Works. Ask for Tim (404) 934-2453 or 1(800) 939-2453. GA. (215-16)

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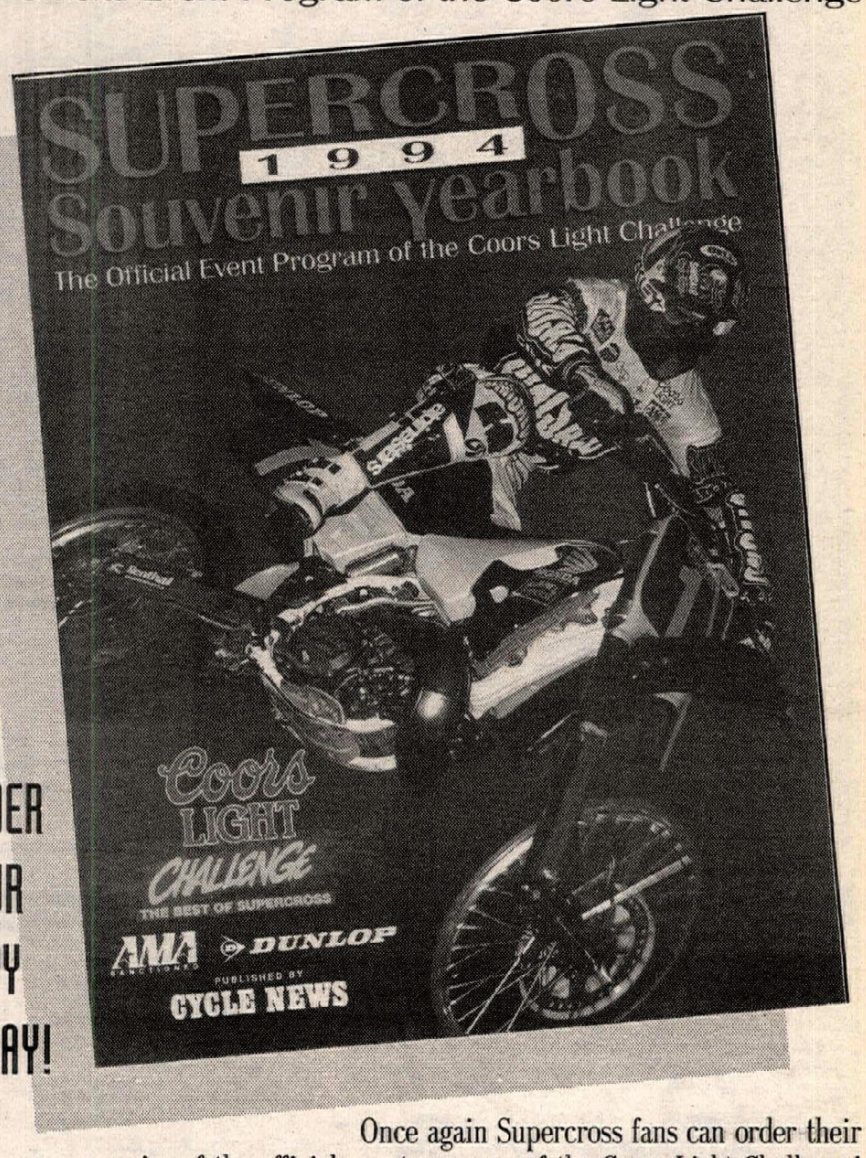

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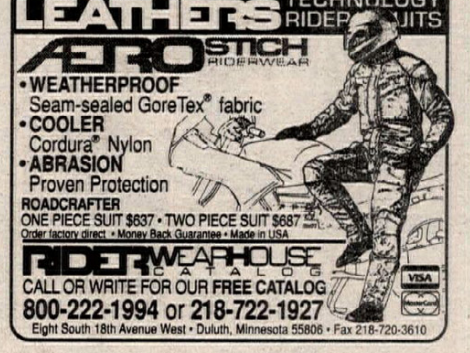

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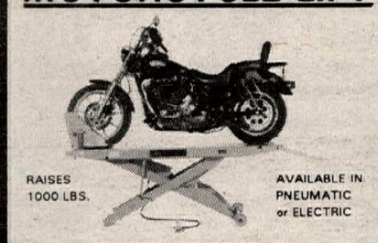

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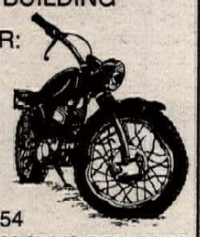

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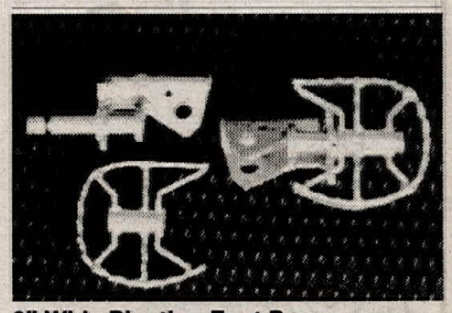

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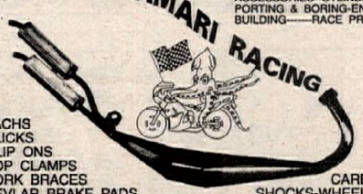

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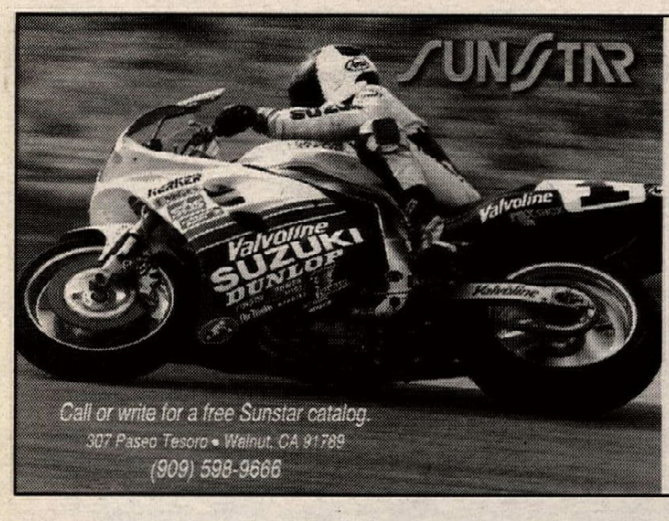

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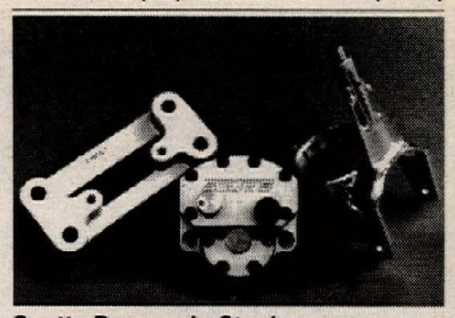

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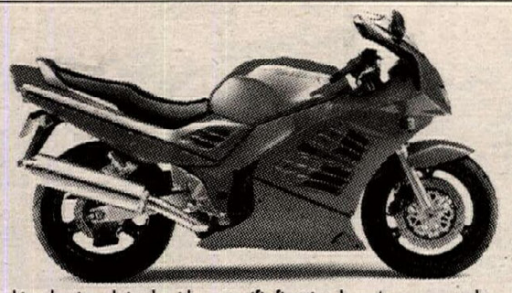

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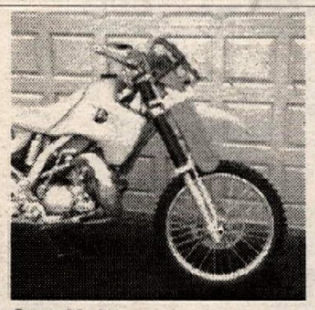

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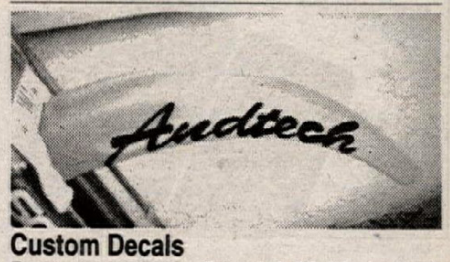

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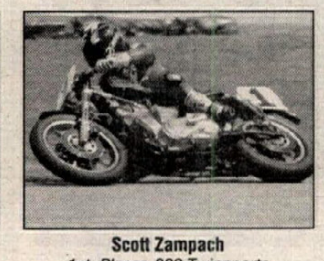

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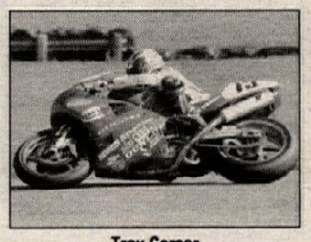

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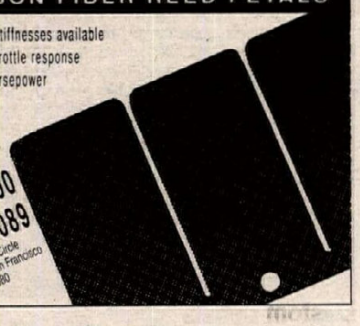

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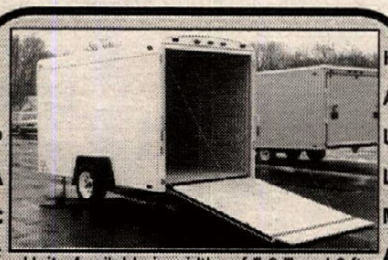

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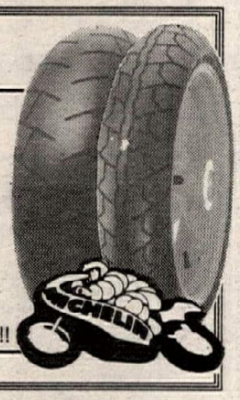

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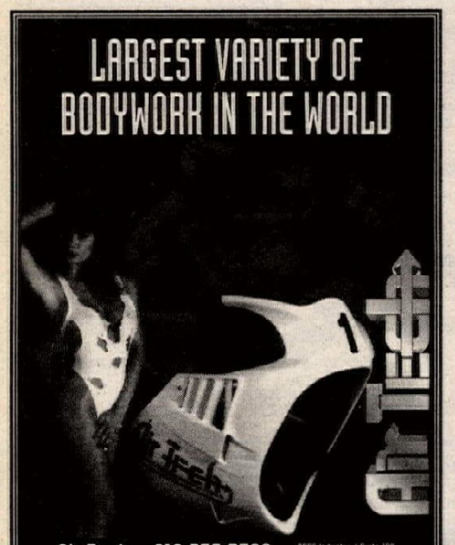

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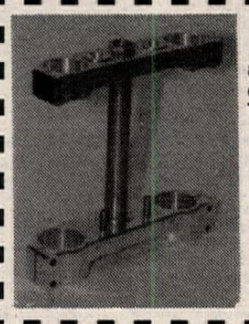

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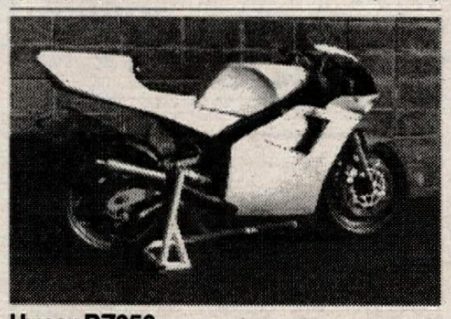

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A picture is worth a thousand words! For the words call Jason at (510) 278-9809. CA. (315-16/P)

1992 DRS 350 Suzuki
1,400 miles, $2,200. Ask for Lowell. (805) 987-1772. CA. (316-17)

Ducati Ducati Ducati
1993 888SPO models at close out prices. Special prices on 1994 M900 & E900. Call Mark at Wilson's Motorcycles before you buy. (800) 956-2925 or (209) 237-0215. CA. (216-18)

'91 YZ 250 Parts
Radiator, tank, FMF pipe, frame, brake components, etc. Randy (h) (218) 724-8183, (w) (218) 729-5152. MN. (316)

Kushitani Leathers
K-suit, U.S. size 44, good condition, $500/obo. Dan, days (708) 860-2227, evenings (708) 577-3940. IL. (316-18)

1979 Honda CR250
All new plastic, top end, tires, bars and seat, Fox air shocks, frame up restoration, exceptionally detailed bike. $1,000 firm. Call Jeff (909) 989-9667. CA. (316-17)

Bimota Bimota Bimota
The DB2 is here. Call for details. Wilson's Motorcycles. (209) 237-0215 or (800) 956-2925. CA. (216-18)

ZX-6 AND ZX-7 PARTS: '94 ZX-7 complete black and purple body parts, mint condition; '93 ZX-6 complete and teal body parts, mint condition. Call Lorne. (406) 256-1190. MT. (316)

1993 Fantic Trials 250 K-Roo
Excellent condition. $4,200/obo. (714) 494-4785. CA. (316-17)

CARB SALE: (2) LECTRON 36mm Powerjet carbs $155. Mikunis: (2) 36mm round slides $155, (2) 36mm round slides for H-D XR750 $175, (2) 34mm round slide Powerjets new $195, (2) 32mm round slides (new) $175, (1) 28mm round slide for Honda 200 (new) $75. (717) 244-2546. PA. (316)

VANSON LEATHERS, 2-piece, red, white, black, worn five times, 5'6", 135+. $575 (805) 239-8615. CA. (116-17)

2 Godden Speedway Bikes
One, blue-red, MK5, other blue-gold MK4, one ex-Kenny Carter. $875 each. Also Grasstrack rolling chassis. $550. (704) 785-9339. NC. (116/P)

Here It Is!!
Ducati Corsa 888 factory superbike ridden by Picotte, Renfrow, Crevier, Pegram. A collectable, competitive AMA or F-USA Superbike. $26,000/obo. Also available with 926 or 955 motors. Will take '91+ TZ250 plus cash. (818) 284-6198. CA. (116-18)

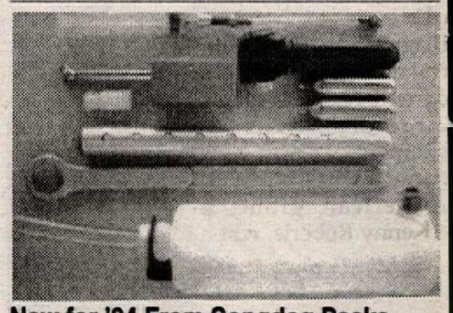
1994 BMW R1100RSL
Red, full fairing, w/bags, 1,400 miles, $12,500. (315) 369-3033. NY. (116)

1991 ZX7R Kawasaki
Supersport spec, NEP prepared motor. Original street parts included. New Airtech bodywork, $6,200. Lockheed superbike brakes with master, perfect, $1,400. Spare parts kit including rear wheel, $500. (703) 207-9340. VA. (116-17)

BOOK AND MAGAZINE COLLECTION. All in collectors condition. 50s, 60s, 70s, 80s, 90s. Intermitant issues: Cycle, Cycle World, Cycle News, Rider, Roadracing World, American Roadracing, Motorcyclist. (707) 643-8238. CA. (116)

1990 H-D FLHTC
Perfect condition, low miles, fully loaded touring bike, ruby red paint, original owner, $13,000/obo. (510) 462-5782. CA. (116)

1993 KX 250
Excellent condition, many extras! $3,000/obo. (909) 794-6717. CA. (116)



New for '94 From Songdog Packs
"Quickfill" for Backcanteen (7sec.), "The ultimate offroad pack"™ (deluxe fannypack $140. April only). "The Ultimate Flat Kit"™ includes our trick new "mini jackstand" (weighs less than tire lever! Stores lever inside!) "Mini tire gauge. Axlenut/tire lever combo. Patches. CO_2 kit. Backup pump (better 20cc size). $65 (w/out CO_2 kit). No Visa/MC. Songdog Packs. (619) 566-6819. CA. (116/P)

Guzzi Guzzi Guzzi
In stock, 1 "Dr. John" Daytona 1000 still in the crate. Call Mark for details. (209) 237-0215 or (800) 956-2925. CA. (216-18)

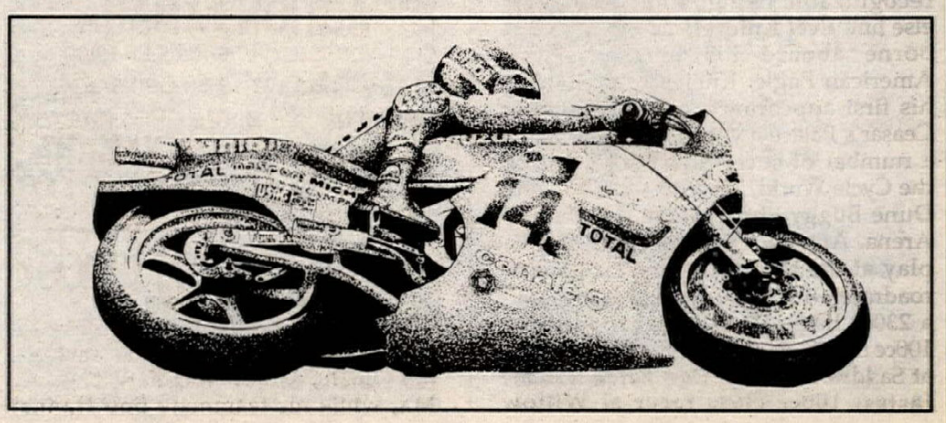
CBR600F2, FZR600, GSXR600 motors. Erico. Motorsports. (303) 355-7459. CO. (216)

CBR900RR: motor $1,250, rear wheel $290, radiator $150, gauges $220, swingarm $230, controls, carbs, electrics, seats, subframe, front wheel, calipers, rotors. Call Dave (914) 623-5446. NY.(316)

1990 Ducati 888 SP2
Excellent condition, 12,000 kilometers, FBF exhaust, chip, front and rear stands, many extras. $11,888. (909) 985-8782. CA. (316-17)

Marlboro Yamaha Leathers
Nankai leathers, replicas of those worn by Wayne Rainey. $2,500/obo. 39mm Keihin flatslides for FZR 1000. $700. Call Steve (813) 949-3540. FL. (316-17)

CBR600F2. FRONT ENZ. Erico Motorsports (303) 355-7459. CO. (216)



CHICANERY

By Henny Ray Abrams

I have seen the future - and it is in a parking lot in Pomona. Well, I didn't actually *see* the parking lot. I was about 9000 miles away in Malaysia, sweating in places that can't be shown in airplane movies and trying to drink enough water to keep my bowels from perforating. It was so hot that if you stood still for more than five minutes the soles of your shoes would melt, and dogs blew up from over-exertion.

On Saturday, while I was watching practice for the Malaysian GP, I suddenly realized I had become planted. Extracting my guidebook, I turned to the chapter marked "Stuck in Malaysia." It read: If you find yourself suddenly immobile, there is no need to panic. The first thing you should do is yell, 'Hey, I'm stuck,' then wait for one of the jumpsuited sneaker-scraping civil servants to come along and liberate you." My scraper showed up within a minute wearing a look of distress normally seen on coroners and Buffalo Bills' quarterbacks in the fourth quarter of Super Bowls. Pointing to my size 14 Nikes he said, "I'm afraid I'll have to send for a snow shovel." I said, "Will this take long?" and he answered, "Probably, since we're nearly on the equator and I don't know what snow is or why I would need to shovel it." Eventually I was freed with the help of a backhoe, but it wasn't so bad. While I was waiting, I saw two Poodles and a Shih-Tzu explode.

Getting back to the matter at hand...Thanks to the miracle of long distance and the phone companies' willingness to charge usurious rates that take food out of the mouths of the children I've never had, I was able to keep abreast of the events unfolding in Pomona, as well as relay that information to the burgeoning and anxious American grand prix contingent. (Kenny Roberts, when told there was an AMA National in a parking lot, scratched three layers of skin off his sturdy chin while thinking, "Hmmmm, I wonder if the FIM would homologate the Modesto Bait 'n Bullet Galleria.")

Like me, the rest of the Americans were amused that bridges were simultaneously being moved and burned, and they had thoughtful, probing questions. They wanted to know who the dissidents were and which McDonald's they'd be working at next year. They wanted to know why the Kawasakis could clear the triple jumps over the shopping cart collector and the Hondas couldn't. They wanted to know how the Harleys were doing, but I told them that I had sworn never to mention them again, unless they meant the 883's, in which case I told them no cheaters had yet been caught, but only because the race hadn't been run. They wanted to know if there was a videotape of the riders' meeting, where Michael Barnes, paraphrasing the great American orator Patrick Henry, said, "I know not what course others may take, but as for me, give me liberty and give me my entry fee back," then went out in the 250 GP race and did a divine imitation of a street hockey puck. They wanted to know how many more non-English speaking riders Rob Muzzy would use to file protests in case the race wasn't cancelled. They wanted to know if it was true that the Ducatis were fitted with three-speed automatics and that they hadn't gotten out of "L." And they wanted to know how it came to pass that the pinnacle of American roadbed racing could end up in a parking lot in Pomona, a city established in 1875 and named, not surprisingly, for Pomona, the Roman goddess of fruit.

The goddess Pomona would have been proud of what transpired in her namesake parking lot. She would have looked out over the twisting 13-turn course and said, "Are nuts a fruit? Because anybody that races on this course is nuts. So, technically, I'd be their goddess. And if they're fruits, then, of course, that's no problem. I know bananas are fruit, but nuts are sort of a gray area. I never know how to handle nuts. Nuts are a very sensitive area. I should know, really, after all, I am the goddess of fruit."

But she would be wrong about the riders being nuts or fruits or bananas, the goddess Pomona would. She would be wrong because the future of AMA road racing is in parking lots and I'll tell you why, as if you didn't know already.

Give or take a dozen, there are approximately a dillion parking lots in this country. Every time I go to work I pass about a dozen parking lots and I think to myself, "Wouldn't that be a great place for a grand prix?" (Actually, I take the subway to work and all we pass are large colonies of Collie-sized rats.) There would be corners that would take their place in the pantheon of racing greatness: La Source Hairpin at Spa, the Spoon Curve at Suzuka, the Parabolica at Monza, the Express Lane at Ralph's.

Let's look at the advantages. How many times during a race weekend is the lowliest flunkie on the team dispatched to K-Mart for a foam cooler, bananas, beer, duct tape, or mousse? That's right, a dillion. So if all of the races were held in parking lots, the flunkies could put their time to better use - like getting dates for the team manager.

So what I propose is that the races be spontaneous, unannounced, shifty. Secretly, the road-rashers would gather on the outskirts of Deadend, USA. Then, as noon approached, the convoy would sneak into the biggest parking lot, unload the bikes, and start frying their clutches. The first couple of laps would be run behind a pace shopping cart which would decide the course layout as it went along. Sort of like Charlotte. Then, once everyone knew that the finish line was at the drive-through teller, just past the mulch pile but before the Fotomat, the call would go out that would send chills down every racer's spine: "Attention K-Mart Shoppers."

As for the crowd, that's the easy part. A family of four - mom, her second husband, and his two dysfunctional kids from his first marriage to the crossing guard who he found out was a stripper when she got busted for assaulting the mayor when he refused to pay her since she wouldn't pretend she was a giraffe - come out of the J.C. Penney's after an exhausting afternoon of swapping price tags, only to have to dodge Steve Crevier as he flicks it through the chicane created by their Grand Pinto wagon and the recycling bin next to it. Cool, huh? After watching for a few laps, they're hooked. You set up membership booths near the mobile-home surgical station, and give new members a complimentary root canal. Before you know it, the parking lots are begging to be disturbed.

How do you charge admission? You don't - you charge an exit fee. Make them pay to leave, which, I believe, was the thinking behind putting the coma-inducing one-hour Unlimited Team Challenge first on Sunday's seven or eight or nine-race schedule, depending on whether the 80's are running. Whenever a family wants to flee, you take their cash, bring out the pace shopping cart, have the four bikes that are still running line up single-file behind it, and let the heathens escape. A "captive audience" I believe it's called. Guerrilla Nationals: no advertising, no overhead, no need to homologate the parking lot. It's the future. Remember, you read it here first. CN

IN THE WIND

Continued from page 3

OPEN HOUSE: At Hal's Harley-Davidson in Milwaukee, Wisconsin, on April 30. A Buell Thunderbolt, Hal's Pro Stock drag bike, and Andy Fenwick's 883 Sportster will be on display. For more information call 414/782-0985.

RESCHEDULED: The Craig Briehan Memorial Motocross, to March 19 at Southern California's Carlsbad Raceway. Prizes will be raffled, and a donation made to the Santa Fe Christian School Scholarship Fund, in memory of Briehan. The original date was rained out. For more information call 619/484-1441.

CORRECTION: NMA stands for National Motosport Association and not for National Minicycle Association as we reported last week.

STOLEN: David Stanton's 1994 Yamaha YZ250, from his Rancho Cucamonga, California, home, April 13. Stanton's YZ was dressed in Team Noleen colors. The stolen machine's frame number is #JWA4JXW04RA009690. If you have any information, call 909/980-5854. A small cash reward is being offered.

BORN: Tanner Christian Graeber, to American Suzuki Motor Corp.'s Kerry Graeber and his wife Tammy on March 26 in Brea, California.

AUTOGRAPH SIGNING: At Motorcycle Performance Center in Granite Bay, California, on April 29 from 4:00 p.m. to 6:00 p.m. KTM's Cliff Palmer and Greg Zitterkopf are scheduled to appear. CN

LOOKING BACK...

25 YEARS AGO... May 6, 1969

A potpourri of riders shared the spotlight on the cover, the most recognizable being, who else but, **Evel Knievel**, airborne aboard his big American Eagle. Kneivel was making his first appearance since crashing at Ceasar's Palace a year before, and made a number of successful jumps during the Cycle World, Tridents Car Club and Dune Buggy Show at the L.A. Sports Arena. Amongst the machines on display at the show were a 125cc Maico roadracer, a 100cc Clymer dirt bike and a 230cc Italjet. **Don Emler** topped the 100cc Sportsman class aboard a Hodaka at Saddleback Park. **Don Emde** was the fastest 100cc class racer at Willow Springs. **Sammy Tanner** scored his 372nd win in the Expert main event at Ascot Park, while **David Aldana** became the first amateur racer to ever win the three-lap trophy dash. Aldana topped **Tim Harris**, **Dan Haaby** and **Don Castro**, and was pictured with his face stuck to the trophy girl's...

15 YEARS AGO... May 2, 1979

Jack Johnson graced the cover, as he teamed with **Larry Roeseler** to win the Las Vegas 400 aboard a factory Husqvarna 390OR. Team Yamaha's defending 125cc National Champion **Broc Glover** swept both 125cc motos at the Omaha Motorsport Park National MX, while his teammate **Bob Hannah** did the same in the 250cc division. Reigning champ Hannah wore plastic Scott boots, JT Racing apparel and rode on Pirelli tires. **Mike Guerra** finished fifth in the 250cc National... **Randy Goss** topped **Ted Boody**, **Corky Keener**, **Steve Morehead** and **Eddie Lawson** in the Expert main at Ascot Park... **Johnny O'Mara**, **Donnie Hansen** and **Mike Bell** topped the 125, 250 and 500cc Pro classes at Indian Dunes MX. **Paul Thede** was eighth in the 125cc class... **Mike Healey** dominated the World Mini Grand Prix aboard an R&D Suzuki... **Doug Chandler** topped **Aaron Hill** and **Chris Carr** in the 80cc Expert class at Lodi...One dollar bought you a membership in the **Springer Fan Club**...

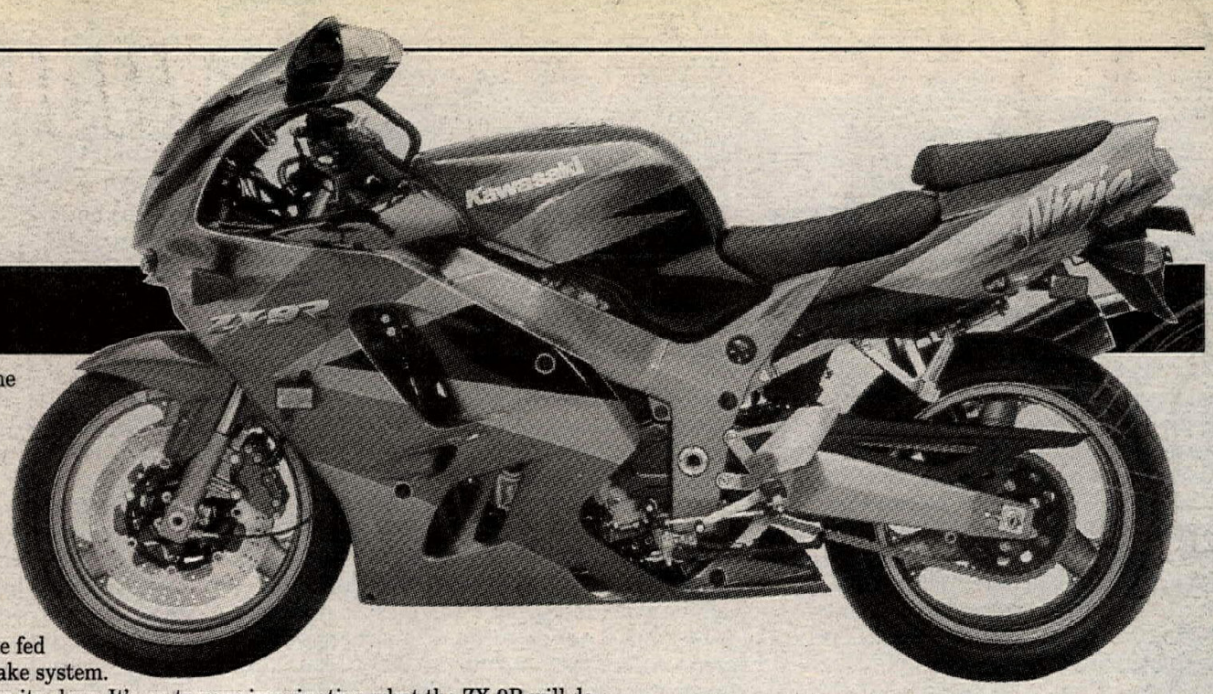
5 YEARS AGO April 26, 1989...

Carrying the number-three plate, **Wayne Rainey** topped the field at a crash-marred U.S. GP. **Bubba Shobert** sustained serious head injuries in a post-race crash with **Kevin Magee**... **Ron Lechein** and **Jeff Ward** split wins at the Pontiac SX doubleheader. Rookie **Damon Bradshaw** dominated the 125cc class... **Larry Roeseler** and **Kenny Parry** teamed up to win the Las Vegas 300 aboard a Kawasaki KX500... **Scott Summers** topped ther Moonshine National Hare Scrambles... Unknown **Trampas Parker** won his first-ever 125cc Grand Prix and shocked the world... **Damon Huffman** bested **Craig Decker** in the 80cc Expert class at Las Vegas MX Park... **Scott Russell** topped four WERA sprint classes at Roebling Road Raceway... CN

KAWABUNGA!

Kawasaki

Let the good times roll.



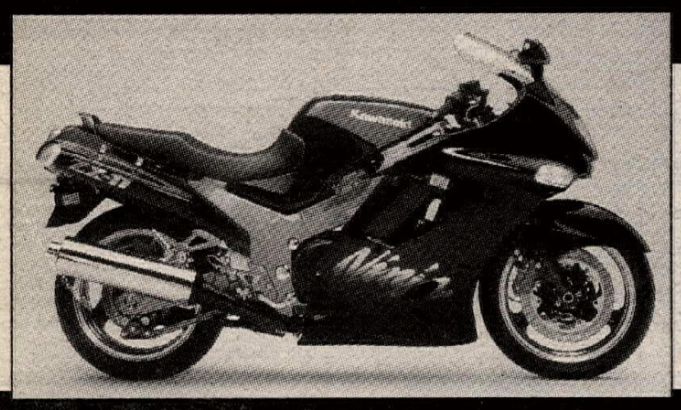
KNOW THYSELF

Yes, know thyself. Because the machine gracing these pages extends the outer limits of anything you've experienced in your motorcycling career. Knowing thyself means knowing one's limits — which is important, because the 1994 Ninja ZX-9R will unveil territory unknown to you—territory reachable only on a machine created from the sum of Kawasaki's revered engineering and performance-creating abilities. It's territory that demands respect. And responsibility.

How does the Ninja ZX-9R take you into the uncharted? With a mind-boggling combination that takes the best of Kawasaki's championship-winning Ninja ZX- 7and the Speed King Ninja ZX-11.

The ZX-9R's exceptional power comes from a liquid-cooled 899 cc engine fed by a bank of big, 40mm carbs and Kawasaki's exclusive Twin Ram Air intake system. Every other K-bike fitted with this system simply annihilates everything in its class: It's up to your imagination what the ZX-9R will do.

It's all harnessed in a ZX-7 based frame, one with geometry and rigidity good enough to have won ten championships on the national and international level. You don't need an imagination to know what that means—the facts speak loud and clear. And your first ride will punctuate them. If you think you know yourself, ride a ZX-9R. You'll learn things you never knew were possible.



A LEGEND IN ITS TIME

The Ninja ZX-11 needs no introduction—the world motorcycling press has taken care of that. And for the fourth incredible year in a row, it'll be the sport-touring superbike against which the others are judged. And like in the past four years, they'll probaly come up short.

Why? Because the 1994 ZX-11 carries on the tradition of all ZX-11s that have preceded it: It delivers more performance than any other street-legal production motorcycle in the world.

If you're even a remotely serious motorcycle enthusiast, you probably know the Ninja ZX-11 performance formula by heart. For those who don't (and for those who get an adrenaline rush just *thinking* about what the ZX-11 is capable of), here it is, in order of how it all happens: Twin Ram Air induction. 40mm semi-downdraft carbs. Double overhead cams. 16 valves. 11:1 compression. Digital ignition. High capacity curved radiator. Six-speed transmission. 5.5-inch-wide rear rim with a 180/55 ZR17 tire.

The chance to own a legend does not come every day. Seize the opportunity: The 1994 Ninja ZX-11.

IMPROVING THE BREED

The Ninja ZX-7 proves that "racing breeds better better street bikes." Go ahead: Swing your leg over the seat and thumb the starter—you've arrived at Sportbike Nirvana.

How do you get there? with a frame/suspension/tire combo that makes the ZX-7 feel like it's on rails when apex-strafing. Powerful, progressive disc brakes. And most importantly, Kawsaski's exclusive Ram Air induction system—technology engineered and perfected in the heat of world-class competition.

Absolute purists will revel in the ZX-7R—Scott Russell's World Superbike challenge is based on this machine. Need we say more?

Ninja ZX-7 and 7R: Their credentials speak for themselves.

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TUCSON
Tucson Kawasaki
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Tucson, AZ 85711
(602) 747-4624

CALIFORNIA

HARBOR CITY
California Kawasaki
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Harbor City, CA 90710
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